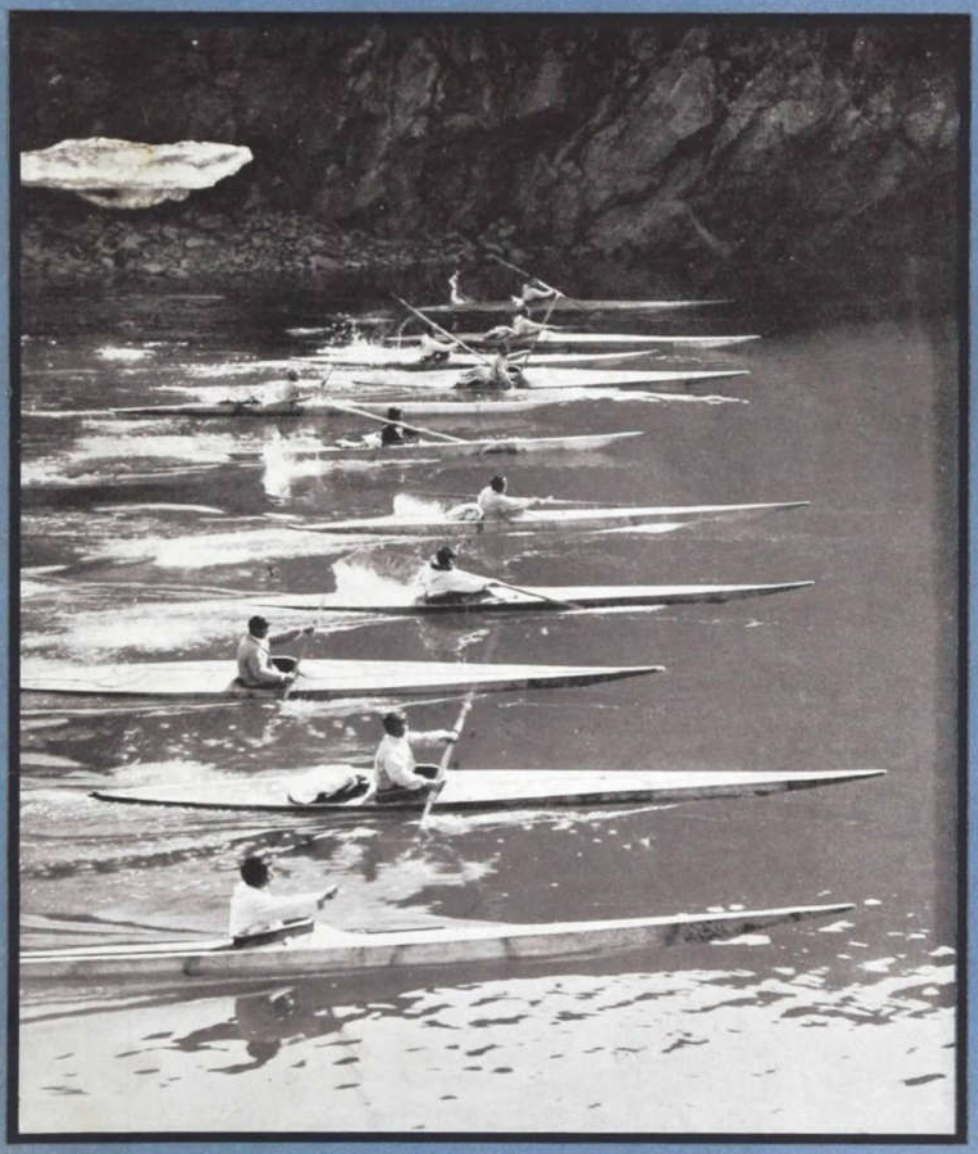
The Beaver

A MAGAZINE OF THE NORTH



OUTFIT 266
NUMBER 2

The Magnetic North
—R. Glenn Madill

Archives of Hudson's Bay Company
—R. H. G. Leveson Gower

The Company in London
—Photographs

The Eskimo Dogs of the Eastern Arctic
—S. Hadwen, D.V.Sc., F.R.S.C.

Memories of Upper Fort Garry
—The Late Anna M. Cowan

The Last Brigade from Abitibi
—Arthur S. Hamilton

PUBLISHED QUARTERLY BY
Hudson's Bay Company.
INCORPORATED 2ND MAY 1670

Canadian Pioneers

CANADIANS are reminded that the Hudson's Bay Company has just completed two hundred and sixty-five years of unbroken trading in this Dominion by the issue on the part of the Company of its first brief official history since its incorporation in 1670. Probably no other commercial organization in the world has such a record to show of business and romance and history intermingled in the story of the Dominion. When in 1869, after having contributed more to the upbuilding of the Dominion than any other body, the Company yielded some of its charter rights, it had maintained peace throughout the wilderness, established principles of justice and equity, and carried out colossal exploration work. The East India Company alone affords any sort of a parallel in history, and its record was marred by many features which fortunately have not blurred the Hudson's Bay escutcheon.

—Montreal Star, 26th July, 1935.

SEPTEMBER 1935

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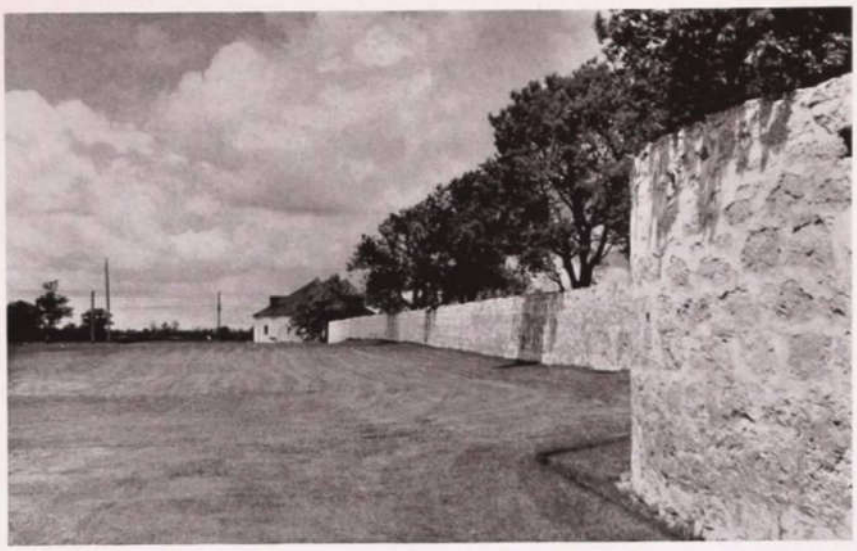

The south wall of Lower Fort Garry on the Red River eighteen miles north of Winnipeg.

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HUDSON'S BAY HOUSE WINNIPEG, CANADA

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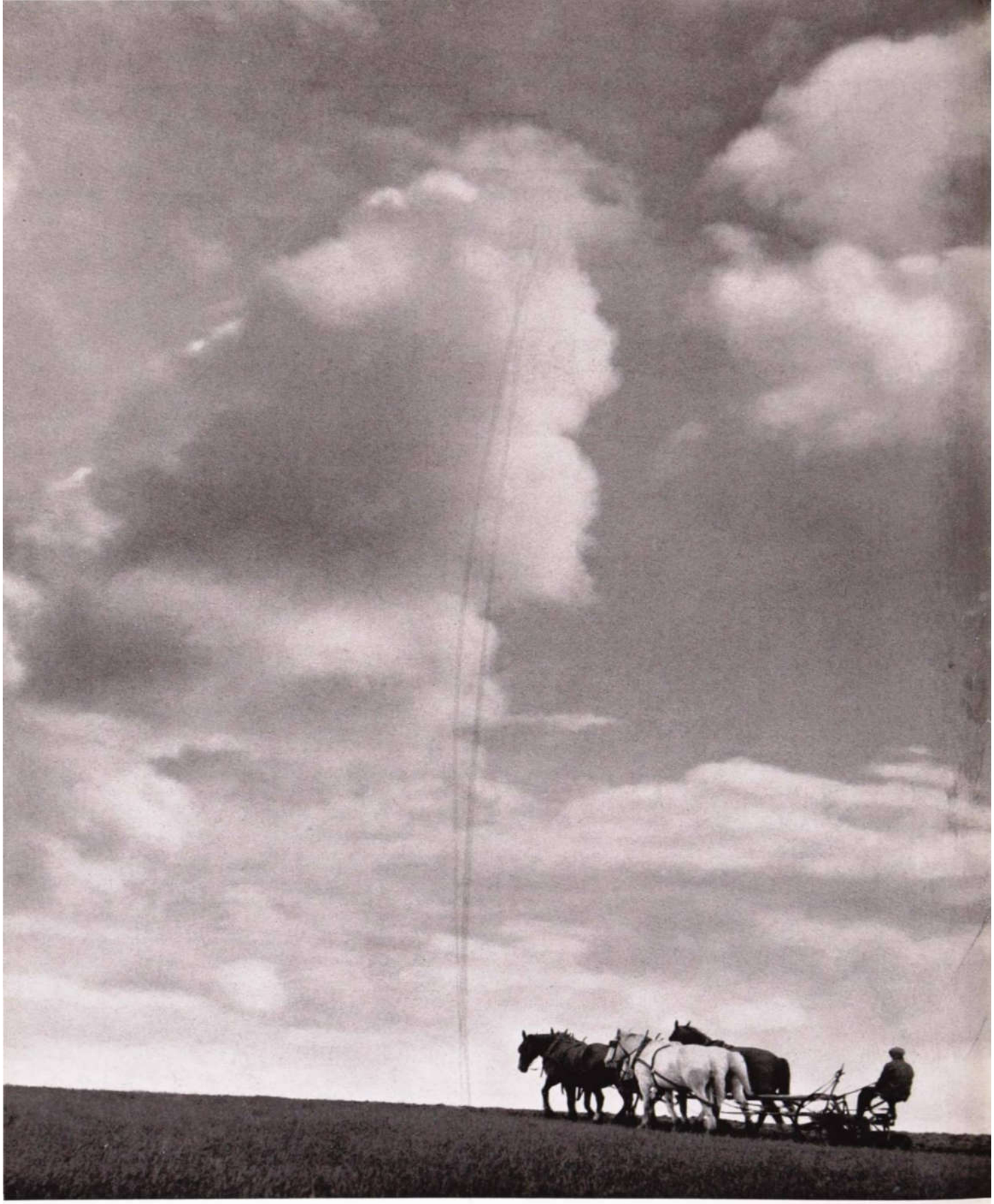


Summer Fallow
Nicholas Morant

THE HBC PACKET

THERE was hope this year of a special Canadian stamp to mark the centenary of Fort Garry. Philatelic people were most enterprising in urging the Dominion government about it, but it was a jubilee year and the Post Office Department had its hands full with the special issues marking that occasion. But the plan need not be abandoned, for 1936 will be more accurate as a centenary year than 1935. The first reference to the fort was in the minutes of the council of Assiniboia of February 12, 1835, and while stone for the walls was quarried that year, actual construction started in the spring of 1836. Sir George Simpson wrote to Alexander Christie, Governor of Assiniboia, in November 1835: "I hope you are progressing with the work of the new establishment and that a sufficient number of stones will be hauled in the course of this winter . . . and that lime will be prepared, as four stone masons will be sent by the spring canoes." So, why not a stamp of small denomination in 1936 to celebrate the construction of Fort Garry?

From the Chief Scout, Lord Baden-Powell, the following letter was received by Mr. Allan, Chairman of the Canadian Committee:

"At the conclusion of our tour through Canada, I would like to express on behalf of the Chief Guide and myself our grateful appreciation to your firm for the valuable help you have given to the Boy Scout and Girl Guide Movement at the different places we have visited in Canada through making known the movement by your shop front decorations in its interest.

"These have, I know, appealed greatly to the public and have been of great assistance in developing their interest and support of the movement, and in bringing them to realize that we are trying to train the younger generation to grow up to be good citizens, loyal in mind, and strong in character.

"I would ask you to accept our thanks for the encouragement you have thus given to the Scout and Guide Movement."

Photography is improving rapidly. People using cameras are no longer content to confine their efforts to family groups and infants, but go out after pictures of real composition value. In *The Beaver* we use about seventy-five photographs in each issue. Now seventy-five photographs require a lot of taking and we have the privilege of going over literally hundreds of pictures in the planning of each number. Most of these photographs are offered to us by generous amateurs in the Company's service. It is impossible to use them all, but anyone going over them must be impressed by the improvement in the quality of amateur photography. Which brings us to the point of this

paragraph: Let us have more of these good pictures—pictures of men at work, hauling ropes, portaging, gardening, trading, trapping or repairing the roof; pictures of boats in action; pictures of distinguished visitors (with the names from left to right); pictures of intelligent and interesting natives; pictures of celebrated pilots; action pictures of dog teams. And here is one last request: If we can get a good photograph of a post manager listening to the radio, it will be given world-wide publicity. When and where must remain a secret just now. It must be an interior picture giving just enough of the room to show that it *is* a Company post, and it should suggest winter rather than summer.

Men in public life usually have bitter enemies. Recently, in a public speech, a gentleman holding high public office was replying to some of his critics. He was retorting to the attacks on him with all the vigour he could rouse. "Hudson Bay style for them," he said, "Kick, bite and scratch." To see the familiar words Hudson Bay in the midst of a reported political speech was unexpected and even alarming. It almost seemed as though the Company was suddenly involved in politics; but a moment's reflection made it clear. The speaker was using his knowledge of fur trade history. "Hudson Bay style" was a reference not to the Company but to the old-time free-for-all fighting among boatmen and voyageurs where there were no rounds, rings or Marquis of Queensbury rules.

Since Admiral Perouse's sailors sacked Fort Prince of Wales one day in August 1782, nobody has tried to tidy it up. The French burned some of the buildings within the enclosure and blew up a lot of gateways and parapets and left the place with a lot of scrambled cannon, cannon balls, and rocks lying about. Samuel Hearne, who had been obliged to surrender the fort, was in no disgrace with the Governor and Committee, because he was sent back next year. He never attempted to straighten up the debris of the old fort, but built a log post up the river on the old original site. The fort became the property of Canada as part of the Deed of Surrender of 1870. Surveyors, missionaries, explorers, fur traders and policemen prowled about the ruins occasionally during the next century and a half. Then the Dominion government turned it over to the Historic Sites and Monuments Board in the year 1920. A bronze plaque was put up announcing the fact, but nothing else was done. In 1934 the Governor of the Company inspected the fort. Now, in 1935, there is activity and a party is at last at work tidying up the mess left by Perouse in August 1782. The fort deserves it. With Louisburg and Quebec it was one of the greatest stone fortresses on this continent, and it was built by this Company. The Company has been able to provide the party now working on the ruins with useful information and plans, and it is hoped that *The Beaver* will be able, in an early issue, to give some account of the work done and of any interesting discoveries made.

Weather is something which everyone talks about but, as Mark Twain said, "No one does much about it." That is no longer quite true. In the Far North, weather is still the final arbiter; all activities are subject to its variations. In the cities we have, to some measure, defeated the dictates of extreme climate, though it is solemn matter to reflect upon how brief human life would be on these prairies without artificial heat in midwinter. Warm homes, heated cars, heated street cars, comfortable public buildings and railroad trains have made it possible for us to live and work through midwinter under healthy conditions. Midsummer heat is being tackled now. It has been a long time coming, but it promises to be one of the interesting industrial developments of this third decade of the nineteenth century. In the United States, people are travelling this summer from New York to Los Angeles across the hot central plains in trains that are completely free from dust and at an even temperature of 68°. If summer tourist travel in Canada is to be maintained, these conditions must be equalled here. Undoubtedly they will be, and they bring with them all the possibilities of new industrial revival and new employment. Complete

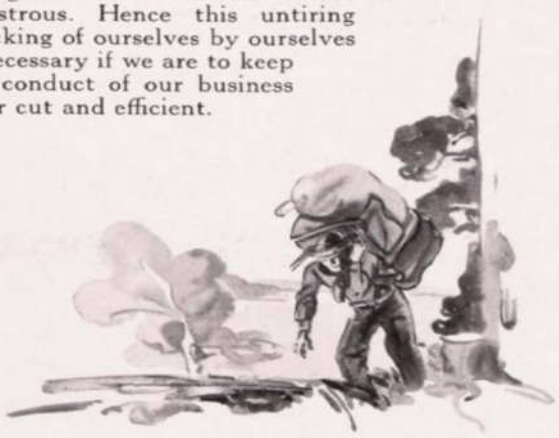
insulation, heating and air-conditioning suggest a conquest over climate by means of which remote places can be made to sustain large centres of population. From this point on it becomes a subject for idle, but stimulating, speculation. In any case, we are gradually getting weather under control, and that is something substantial.

We have with us in this issue Arthur S. Hamilton, of Rochester, N.Y., who writes of a canoe episode of 1907 and in letters admits that he has been an arm-chair traveller ever since; R. H. G. Leveson Gower continues the series on the Company's archives which has aroused much interest among librarians and all who work on Canadian history; Dr. Seymour Hadwen, whose second article on Eskimo dogs has sporting interest for dog owners and work-a-day interest for many of our own men; R. Glenn Madill, whose life is spent largely at the Dominion Observatory, Ottawa, gives us the flavour of "a journal of the learned societies" by his writing on the Magnetic Pole; the late Anna M. Cowan, whose description of life in Upper Fort Garry is one of the pleasant features of this issue, was a daughter of the late Dr. Wm. Cowan who came to Canada in 1849 with the Imperial troops detailed for garrison duty on the Red River and remained for some years as physician in the Company's service; H. M. Brewer, of the London buying office, whose article suggests the hope that there may be more such material about Company activities in far off places sent to us for use in future *Beavers*.

The work of organizing the tons of documents, log books, journals, and letters which comprise the Company's archives in London has been described in a recent series of articles in *The Beaver*. It is impossible to appraise the value of these records. One can say it is just so much waste paper, just as we are told that the chemical content of the human body is worth about one dollar and fifty cents. Another approach to archives material regards it all as a source of entertaining tales, good authentic stories of adventure well told. But these archives are more than old paper and more than thrilling narratives; they are the living records of the corporate life of this Company. They tell the story of a company in war, peace, prosperity and adversity. People have not changed much through the centuries, and the behaviour of strong men in power and weak men in trouble is all here. Most people are dependent upon the limited span of a single lifetime for experience with which to guide their judgment, but those who can read intelligently into history and bring the experiences of men and companies over centuries to work in their own affairs command a powerful advantage in this life's work. If experience is of any value, this Company should be wise in the ways of men because of our archives.

It has been wisely said that noise is the murderer of thought. Whoever said it probably worked in an office beside a railway station and spent considerable time promising himself that *tomorrow*, when there would be fewer engine bells and milk cans, he will really begin his *career*. Yet there is a place for loud noises, and in these days when publicity has got so subtle and hush-hush, a loud bang in the interests of advertising might be healthy. Which brings us back to noon guns. We believe that a noisy explosion exactly on the spot of twelve noon is good for any city, and we believe further that it would be good business for the Hudson's Bay Company to revive this practice of the old fur trade forts. Once every day the downtown section of the city would set its time by the Company gun. Moreover, it would be an effective reminder of the long continuity of Company operation in most communities. Timeliness is good public service.

Throughout the Company's retail stores a constant effort is kept up to have small things done in the right way. Do It Right is a slogan as old as business itself, but it cannot be allowed to grow stale. Studies have been made of the cost of trifling errors and the results are astonishing. The time and money costs of correcting minor mistakes, to say nothing of the annoyance to customers, are matters which have a very direct bearing upon the operations of the Company as a whole. It is the same in all departments. Error is the enemy and the cumulative effect of small mistakes can send the most carefully laid policy careening off the rails. Allowances for the celebrated "margin of human error" are necessary in all operations, but enough human errors can become disastrous. Hence this untiring checking of ourselves by ourselves is necessary if we are to keep the conduct of our business clear cut and efficient.



The Last Brigade from Abitibi

By ARTHUR S. HAMILTON
Rochester, N.Y.

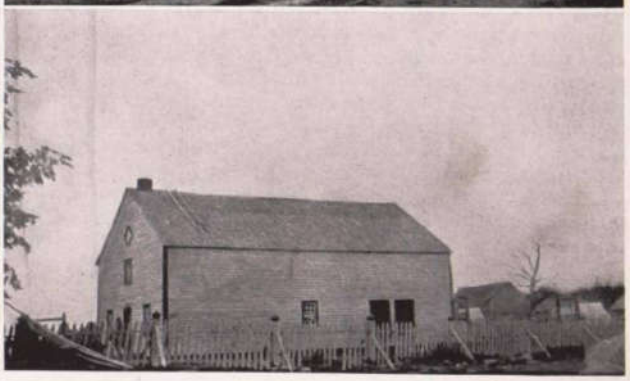
" 'Leve, 'Leve," the Dip of the Paddles and the Songs of the Voyageurs Are Silent on Many of the Old Company Trade Routes. Today the Rattle of the Mixed Train and the Call "All Aboard" Sing a Requiem to That Romantic Past.

QUICK! Here comes the Abitibi brigade." We were wakened out of sound sleep in our island camp on Duparquet lake by this urgent command. It was a similar admonition to the " 'leve, 'leve" which disturbed the short rest of the voyageurs when they were toiling up the rivers from Hudson Bay with their cargoes of supplies for interior posts.

It was in 1907 when this command was given by our red headed leader. We were a group of five college students and younger alumni of Rochester, N.Y., who were on a canoe trip to Abitibi lake. We had been informed that the brigade might pass us. We anticipated this event even more than we would have desired to see the moose with the widest spread of antlers in the entire Dominion of Canada. And as I look back on the incident, it was a picture which could not be duplicated in that district at the present time. It marked the passing of an era.

There were not many brigades to follow. The National Transcontinental (now the Canadian National Railways) was under construction. The stillness of the great Abitibi was to be rudely interrupted by the iron horse. The labour of transporting goods for the post by picturesque brigades in freight canoes would then be a thing of the past.

We did not fully appreciate the significance of the passing scene, but we reluctantly crawled from under the mosquito flap. Passing our camp were two giant canoes, each manned by sturdy souls of white and red mixture as to race and river clay as to colour. They were singing in the manner of the voyageurs of long ago. Their bow man was busily engaged in stirring up some batter for the breakfast pancakes soon to be enjoyed after their early morning toil. Their canoes were nearly empty as they were bound for Klock's depot on Lac des Quinze. That lake was connected with Lake Temis-



Left hand page, top: Indian tents near the Company's post at Abitibi in 1907. Lower left: The factor's house at the old Abitibi post; and, lower right, the trade store. Along the foreground of both pictures can be seen the very necessary fence to keep out the marauding Indian dogs. Right hand page, left: A 1904 picture taken at the beginning of a long trip. Today the town of Cobalt stands on this site. Upper right: Matiwapika Falls; and below, the heavy load on Mr. Hamilton's expedition of 1904.

kaming by a wagon road of ill repute, and Temiskaming in turn was the head of steamboat navigation.

The Beaver recently contained an interesting article on transport methods followed by the Hudson's Bay Company. That article recalled this incident of our 1907 trip. It is unfortunate it was a misty morning when our light hearted friends passed us and when we all shouted a hearty greeting and *bon jour*. If the photograph which I took had been clearer and taken under better conditions it would have been a woods picture to treasure. The scene marked the passing of the old era with its toil, to be replaced by the new era with its nerves.

The canoe brigade from Abitibi had no such labourious journey as their forerunners who went from York Factory to the Mackenzie. They ascended an attractive chain of rivers and lakes from Abitibi to the Height of Land and crossed a small lake which in high water has a northern outlet to Hudson Bay and a larger one to the south which ultimately reached the Ottawa and St. Lawrence. The portage into Opisatica lake must have been of interest to them for they launched their canoes hard by their French competitor's post before they proceeded down the "Lake of the Poplar Narrows."

The present transport map of the Hudson's Bay Company does not show any such route. Instead it shows the line of steel through this north country, which was virgin forest when we took our trip. The Temiskaming and Northern Ontario Railroad even has a spur through this Opisatica section and mineral deposits of great value have been found in the territory we traversed in a light hearted and care-free fashion!

Shortly before we met the Abitibi brigade we had experienced the thrill which the tenderfoot has when he crosses the Height of Land to Hudson Bay. It gave us new zest to feel that the waters were flowing to the north and toward America's Mediterranean Sea. I have heard that travellers to the south make a ceremony of passing the equator. Few of them have been more excited than we were at the Height of Land and when we reached Abitibi. We had been at Temagami post. We had enjoyed a talk with the venerable and bewhiskered chief trader at Lac des Quinze, whose predictions as to the weather and the portages sounded much the same as Moses' must have sounded in his most profound moments.

The post at Abitibi was fitted to impress those being initiated into the mysteries of the North. Indian tents were numerous. The picket dog-fence around the factor's house and the trading store was necessary. Indian dogs in the summer months do not suffer from overeating and their pilfering habits are well known. In looking at the picture of this H B C post taken in 1907, I am impressed by the improved appearance of the posts at the present time with their white paint and the Company trade mark. It was as interesting to meet the officer in charge, who was recovering from his seventieth birthday party, and to feel the romance of the place, as it was helpful to secure necessary provisions for our return trip.

Have you ever considered how genuine the assistance of the good old H B C has been to the white traveller as well as to the red trapper? I met a group on one canoe trip which was the proud possessor of an H B C letter of credit for $1,000. The leader of that expedition told me that it would not have been possible for them to have taken their trip without the assistance of the "Company of Adventurers of [*Continued on Page 66*

The Viking Galley of the North

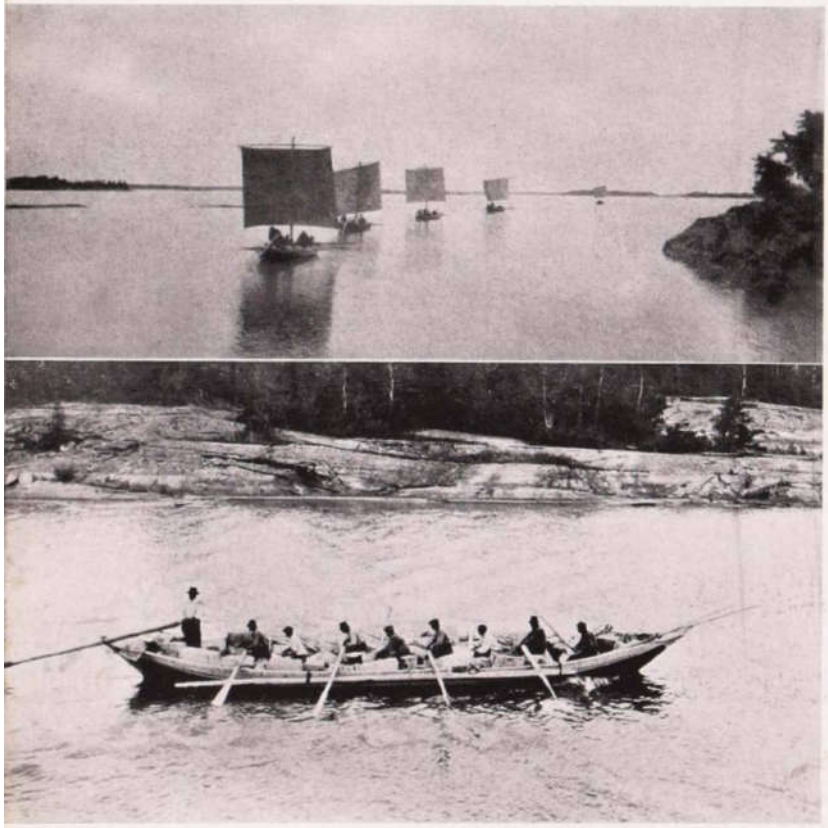
Salvaging the Last of the York Boats

Evolved by the Hudson's Bay Company, the York Boat Was for Many Years the Connecting Link Between Distant Posts and the Depots on Hudson Bay. But in the Age of Gasoline They Were Pulled Ashore Never to Be Launched Again. The Sole Survivor of These Fur Trade Vessels Has Made Its Last Journey Down Lake Winnipeg to Become a Museum Piece at the Lower Fort on the Banks of the Red River.

THE York boat was a type developed by the Hudson's Bay Company for economical transportation on inland waters. It was peculiar to fur trade operations in Canada, and until fifteen years ago they were quite common upon the lakes and rivers of the North. Two years ago search for a York boat in good condition for museum purposes revealed the surprising fact that a York boat in operating condition did not exist. Like the Red River cart, they had almost disappeared. Some, reported from far off places, were half sunk in swamps or lying broken and abandoned on beaches, worn out in Company's service. The only boat which seemed to offer any possibility of salvage was one at Norway House, where she lay after having spent her final years as a humble barge used for the towing of hay.

In the winter of 1934-35 she was restored to seaworthy condition and fitted out with sweeps. During the present summer she was towed down Lake Winnipeg from Norway House to Selkirk and from there trucked to Lower Fort Garry. It was her last portage, for within the walls of the fort she has found a resting place, and with judicious creosoting from time to time it is hoped that she will survive beyond our time to remind other generations of some of the ingenuity and sheer physical effort that went into the Company's peaceful conquest of this country.

It was about 1826 that the York boat appeared in the fur trade. In general outline the type is an evolution of the old Orkney boat, or, if one cares to follow the type back farther, it is not difficult to trace



Above: Not sampans on the Yangtse river, but a York boat brigade of last century with sails set to catch any breath of wind that may help on their way to the Mackenzie river.

Below: Leaving Norway House with many tons of freight. Note the mast lashed to the side, and the poles in the bow for warding off rocks.

a descent from the Viking galley. Take a York boat, add a figure-head, lash shields to the sides, put up a coloured square sail and you have a ship fit for blond-bearded Norsemen to cross the North Sea to raid the English coast.

The building of these boats was no haphazard business. The boatbuilder of the past would spend days in the bush selecting just the right spruce from the roots of which the bow and stern pieces would be cut. There were two sizes, one about twenty-eight feet long and a larger one of forty feet. It is one of the latter type which has been brought to Lower Fort Garry this summer. She is forty feet long, ten feet wide, with bow and stern posts cut in at an angle of forty-five degrees, which enabled her to be shoved off any obstructions she might meet in the rapids. This boat would carry 110 pieces of 90 pounds each with a crew of a steersman, eight middlemen and a bowsman.

The boatmen, handling heavy sweeps twenty feet long, had to rise to their feet with every pull on the oars and go back to a sitting position as they completed the swing. Hour after hour in the summer sun, the French-Canadian and Scottish boatmen toiled at the sweeps. (It is no small wonder that the appearance of the cheap gasoline-driven marine engine soon left the York boats rotting on the beaches.) It was the bowsman's duty to guide the boat through fast water and fend off rocks with a long pole. The steersman controlled the boat's direction with a sweep fastened to the stern. A senior steersman would usually command a brigade of York boats. A square sail was carried to take advantage of a favourable wind on any lake or open water.

As well as a sail, each boat was provided with three duck covers, kettles, frying pans, axe, hammer, a tool chest, ropes for hauling the boat over the portages on rollers, and lighter ropes for tracking against wind or current.

From the break-up of the ice in the spring to the freeze-up in the fall, these boats were moving on the waterways of the Mackenzie, the Saskatchewan and the Red rivers. The coming of the river steamers restricted the use of the York boats to the more remote rivers and lakes. The great North canoe, with all its beauty of line, became increasingly rare. It was the freight carrying utility of the York boat that displaced the canoe. Freight transportation routes were the very arteries of the Company, and the York boat in its day was the most efficient freight carrier yet devised. As Kipling wrote of another vessel—*The Ship That Found Herself*—"Her greatest glory was in the amount of cargo she carried."

Thus the last of the York boats has become a museum piece, along with muzzle loading trade guns and the Red River cart. It was a good ship, but it was superseded by mechanical efficiency, and as the grass grows under its keel at the Lower Fort, it can remind us of the ultimate obsolescence of most things.

This picture might be called "The Passing of an Era." On the right, against one of the old Company buildings, flying the H B C flag, lie gasoline drums. Pemmican is no more. In the foreground is the last of the York boats ready for its journey to become a museum piece. Under its stern can be seen two canoes with outboard motors and in the stream a Junkers seaplane.

The Magnetic North

By
R. GLENN MADILL
Dominion Observatory, Ottawa

All Who Live in the North Are Familiar With the Uncertain Behaviour of the Compass Needle Which Points in Any Direction Other Than True North. Mr. Madill Gives Us Some Interesting Facts and Theories Accounting for This Contrariness.

Mr. Madill, author of this article, taking observations at Wolstenholme post on Hudson Strait.

HELIOS, the sun god, once was induced by the entreaties of his son Phaethon to allow him to drive the chariot of the sun across the heavens for one day. The youth being too weak to check them, the horses rushed out of their usual track and came so near the earth as to almost set it on fire. Thereupon Zeus smote him with a flash of lightning and hurled him down into the river Eridanus. So the story goes.

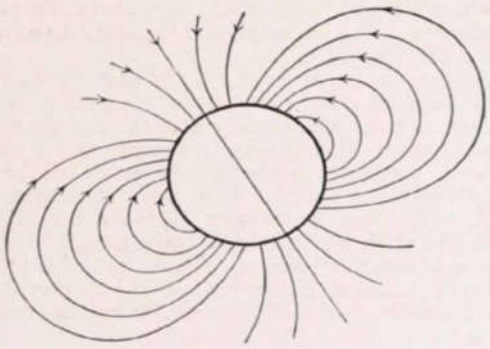
But since the gods were subtle creatures, Phaethon might easily have transformed himself into a shower of electrical particles and taken the pathway of the aurora. Then, instead of falling as a meteorite into an Italian river, he would have spiralled gracefully through the earth's upper atmosphere, leaving in his wake a filmy trail of pulsating light along a course that, in all probability, would land him in northern Canada. Perchance it happened thus, because Helios seems to favour those who dwell down north, for when the sun's daily pathway is low in the sky or disappears from sight entirely during the long Arctic night he, for days at a time, high in the heavens hangs the moon when it gives the most light, and, in addition, girds the polar regions with an auroral belt wherein ceaseless changes of light and colour make darkness visible.

This auroral belt is nearly circular in form with its centre in the neighbourhood of Bache peninsula. Except some islands lying to the north of Norway and Siberia, the only land it traverses is that of northern North America, which results in Canada being crossed from just south of the delta of the Mackenzie to south of Ungava bay. Along this curved pathway displays of the aurora are most frequent, being observed on nine out of every

ten clear nights and being well in excess of one hundred a year, but north and south from it they rapidly become less in number. For example, whilst during the year there would be the maximum number of displays possible at, say, Good Hope and Port Harrison, there would be only about one hundred displays at Simpson and Chipewyan, thirty at Winnipeg and Quebec, twenty-five at Ottawa, ten at Windsor, one at New Orleans, and one every ten years in the West Indies.

While some forms of the aurora have been observed in polar regions to be close to the ground, in general the lower limit of the display is at a height of about sixty-five miles. In the auroral belt the upper limit is usually about two hundred miles, and in lower latitudes it may be as much as six hundred miles above the surface of the earth.

There would be no concentration of auroral displays in the north were it not for the fact that the earth acts as a huge magnet and the space around for an infinite distance is filled with a magnetic field composed of so-called lines of force. These are similar to the lines of force of any magnet, extending in the form of curves, each radiating from one pole and bending around to join the other pole with the return circuit passing through the magnet.



The theory has been advanced by some investigators that auroras are caused by the earth being bombarded by some sort of rays of electrical particles emanating from the sun. These rays, of whatever nature they may be, encounter the earth's magnetic field, which has the tendency of deflecting them toward the magnetic poles. Now, being somewhat loath to depart from their original line of motion, yet constrained to do so, they compromise by whirling around the lines of force at the same time assuming a gradual sideways motion polewards, or in other words, their path becomes a spiral. All along the route of travel they are forcibly colliding with the molecules of gases that compose our upper atmosphere; just as soon as these are hit they are broken up and left in a very unstable condition, whereupon they immediately start to resume their former state of equilibrium. During this process, called ionization, energy is released in the form of light. And so, as these electrical particles migrate toward the magnetic pole, they create a turbulence of light that marks their pathway until all penetrating energy has been expended and they fade out of the picture. Another theory takes into account the ultra-violet light from the sun. This invisible light, electrical in nature, would create the same effect on the upper atmosphere as that produced by rays of electrical particles.

In ancient times it was believed that the compass needle pointed either to the pole star or some pole of the heavens, a belief that was shattered when the theory was accepted that the earth itself is a magnet and all magnets on its surface are influenced by its magnetic force and direct their poles to the magnetic poles of the earth. If one travelled in the direction shown by the north end of the needle, the north magnetic pole would eventually be reached and, similarly, following the south end would lead one to the south magnetic pole. The latter pole is in the Antarctic, whilst the former is on the Arctic coast of Canada, being in Boothia peninsula and about 1300 miles from the north pole of the earth. The magnetic poles are not diametrically opposite one another, but so placed that a line joining them would not pass within seven hundred miles of the centre of the earth. The north magnetic pole is not, as was formerly believed, in the form of a huge pillar of loadstone, but is simply an area where the compass ceases to function.

The earth acts as a spherical magnet, and as such the poles are not on the surface but some distance in the interior. In fact, the magnetic forces on the surface of the earth are nearly the same as those which would hold if there were a small bar magnet at its centre possessing one north and one south pole. If the axis of this elementary magnet were produced in a straight line, the northern end would intersect the surface in the vicinity of Etah.

Since the north magnetic and geographical poles do not coincide, it is evident that, as a rule, the compass needle does not point true north but varies from it by a certain angle known as the variation or declination of the compass. In Canada there is no variation along an irregular curve extending from the magnetic pole to north of lake Superior. Travelling westerly from this line the compass varies more and more to the east of north until at the mouth of the Mackenzie it points approximately northeast; similarly in travelling easterly from the line of no variation, the compass has an increasingly westerly variation until in the region of Hudson strait it points about northwest, and in the area around Pond Inlet almost west. Of course if one completed the circuit from the eastern to the western Arctic, the compass would gradually indicate all the directions from west to south then back to east and northeast, since in doing so one would pass to the north of the magnetic pole.

If we suspend a magnet so perfectly balanced that it may point in any direction whatsoever, we find it turns and points in the direction of the lines of force. Midway between the magnetic poles the lines of force are horizontal to the surface of the earth, and here our magnet would simply indicate north and south. On travelling northward from this point we would find that, in addition to holding its north-south direction, the north end of the magnet would dip more and more below the hori-

zon, since the lines of force would be curving more and more into the earth, until at the magnetic pole the magnet would be straight up and down with the north end down because here all lines of force are vertical. Likewise, if we travelled south from the equator the south end would dip. Since the ordinary compass needle moves only in the horizontal plane and depends on some horizontal force to hold it in its direction, it cannot respond when the force is all vertical; for which reason we find the compass useless as a direction finding instrument at the magnetic pole and for some distance around where the horizontal force is extremely weak. This explains why the mariner's compass is very erratic in the northern part of Hudson bay and in parts of the western Arctic. The only compass to be depended upon in such regions is the gyro-compass, which disregards the earth's magnetism and sets its axis of rotation parallel to the axis of the earth, thus giving true bearings rather than magnetic.

The instrument by which the location of the magnetic poles can be determined is one that moves in a vertical plane and indicates the angle at which the magnetic lines of force intersect the surface of the earth, or how much they dip below the horizon. Such an instrument, which is simply a compass needle mounted on a horizontal axis, is called a dipping needle. It is interesting to note that, whereas the compass is useless in the vicinity of the magnetic pole, it is the only direction finding instrument of use at the north geographical pole, where the only true direction is south, and by aid of astronomical instruments alone, the traveller could not be certain (unless he back-tracked) whether he were stepping off in the direction of Canada or Siberia.

When precise observations on the direction of the compass needle or a suspended magnet are made, it is found that it rarely remains at rest. At Ottawa, for example, early in the morning the needle begins to move toward the east until about eight o'clock, then rather suddenly it starts to swing toward the west with a much more rapid movement, culminating between one and two o'clock in the afternoon, after which time it slowly returns in an easterly direction until after nightfall it becomes nearly quiescent. This movement occurs every day and is known as the diurnal variation. It is not constant for all places, but increases in amount as one approaches the magnetic pole. Whereas at Ottawa the daily range is approximately one quarter degree or fifteen minutes of arc, it is about thirty minutes at York Factory and Churchill, thirty-five at Aklavik, and in the region of Hudson strait and the eastern Arctic it may be as much as one, two, or three degrees. The maximum easterly and westerly pointings do not occur at the same times of the day in all parts of Canada. The diurnal variation is no doubt related in some way to the sun's position above the horizon. This is more evident when it is noted that in northern latitudes the range is much less in winter than in summer.

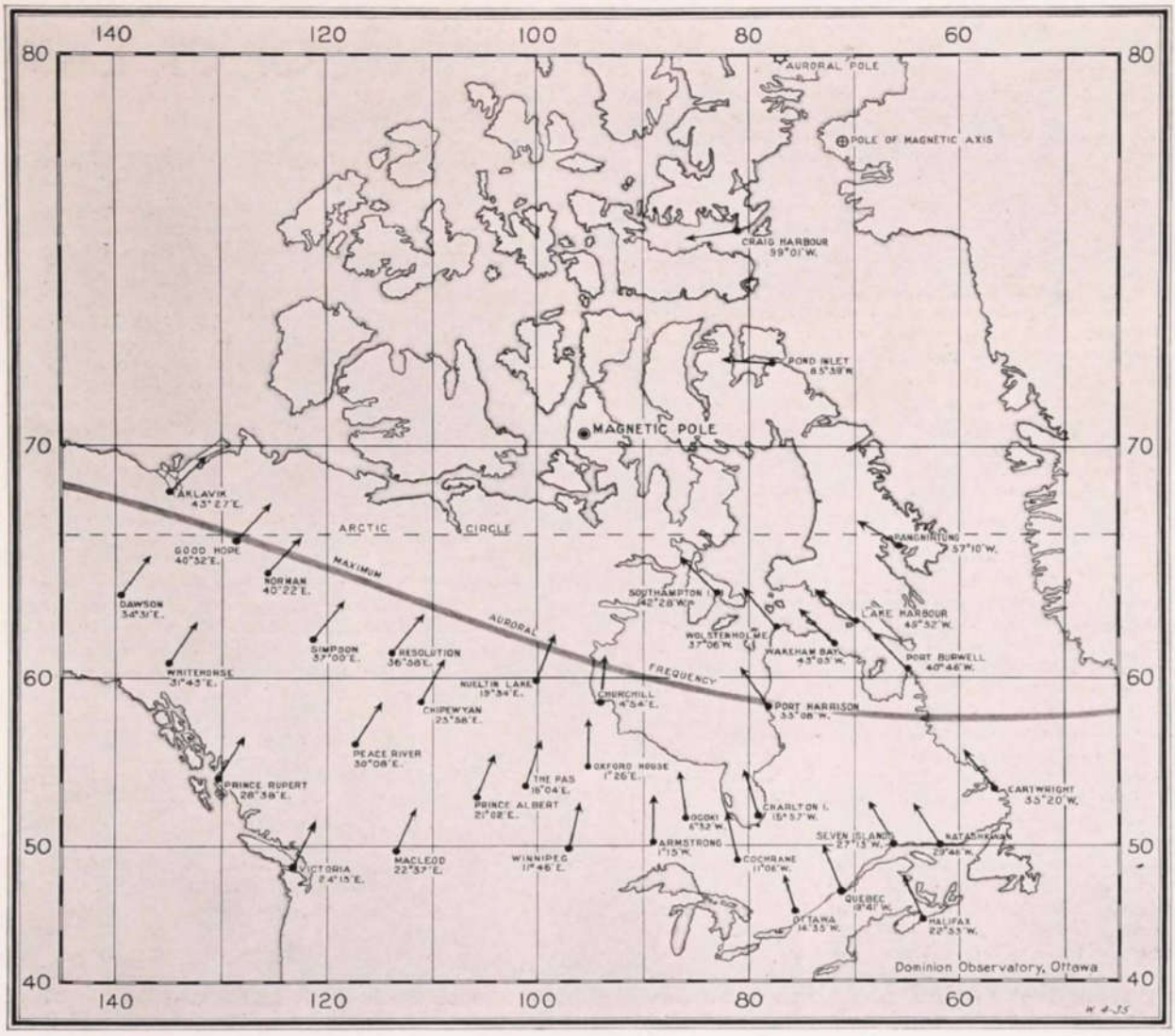
It is found also that the compass changes its pointing throughout the years. This change, called the secular variation, is likewise not uniform for different parts of the country. In Hudson strait and part of northern Manitoba the change amounts to about one degree in six years, around Churchill a degree every five years, in the Mackenzie river district a degree in ten years, and at Ottawa a degree in fifteen years. In Canada easterly declination is decreasing and westerly is increasing, with the exception of the environs of Hudson strait and the eastern Arctic, where westerly declination is decreasing. It has been assumed that secular variation is the result of the magnetic pole shifting its position in some sort of an orbit which will return it to a certain spot after an interval of centuries. There is no conclusive evidence in favour of the north magnetic pole changing its position, and if it does it must be explained how it is evidently moving westward for some parts of Canada and at the same time eastward for other parts.

Often the ordinary behaviour of the earth's magnetic field is interrupted by very serious magnetic disturbances or storms which usually arrive unexpectedly and often instantaneously over the face of the earth. During one of these storms the variation may change a degree or more in a short space of time. Magnetic storms are no doubt, like the auroras, caused by some action exerted by the sun on the earth's upper atmosphere. In northern latitudes, especially in the vicinity of the auroral belt, the magnetism of the earth is in a chronic state of disturbance, so much so that it is difficult to find a magnetically quiet day.

There are in many parts of the earth centres of local attraction due to deposits of magnetic material. Some of these centres are strong enough to act as local poles and influence the compass for a considerable distance. Areas where some degree of local attraction does not exist are difficult to find in Canada. Local attraction is most marked on elevations such as mountain peaks and hilltops, therefore compass bearings taken from hilltops—often the natural place for taking observations when travelling—are not so reliable as those taken on a plain. Similarly islands and shoals at sea, in reality mountain peaks, usually exhibit sufficient local attraction to influence the compasses of passing ships. Such places were at one time greatly feared by mariners, who overestimated the attractive properties of magnetic iron ore, as evidenced in this account by Sir John Manderville:

"For in many places of the sea are great rocks of stone of adamant (loadstone), which of its nature draws iron to it; and therefore there pass no ships that have either bonds or nails of iron in them; and if they do, anon the rocks of adamant draw them to them, that they may never go thence. I myself have seen afar in that sea, as though it had been a great isle full of trees and bushes, full of thorns and briers, in great plenty; and the shipmen told us that all that was of ships that were drawn thither by the adamants, for the iron that was in them. And of the rottenness and other things that were within the ships, grew such bushes, and thorns, and briers, and green grass, and such kind of things; and of the masts and the sailyards, it seemed a great wood or grove."

The earth acts as a feeble magnet, the average intensity of magnetization for its entire volume



being about 1/10,000 that of very highly magnetized steel. And yet a bar of iron that has no magnetism held in the magnetic meridian and given several sharp blows with a mallet becomes a magnet. Similarly iron ships become magnets owing to the hammering during construction, and in a like manner all fabrications of steel acquire the properties of magnets. Many people are of the opinion that the earth's magnetism induces an effect in living things. There are those down north who cannot enjoy a restful sleep unless their bunks are in the magnetic meridian and their heads point north. Also there are those who claim that a brilliant display of the aurora has an effect on the human system similar to that of an exhilarating wine; and certainly many have heard the (paraphrasing Poe) "silken, soft, uncertain rustling of each auroral curtain." Possibly those who live in constant communion with Nature derive many benefits from her mysterious forces, and assuredly one of the most mysterious is the earth's magnetism.

The cause of the earth's magnetism is still an unsolved problem. It may be due to electric currents circulating in the atmosphere, to magnetized matter in its interior, to the rotation of the earth, to a combination of all three, or to some other cause which will become apparent as scientific research advances. All present theories are beset with unexplainable anomalies. As an instance, if the cause be magnetized matter in the interior of the earth it must be confined to a comparatively thin shell, since magnetism, as we know it, cannot exist in matter subjected to as high a temperature as is assumed to be in the interior. If this is true, how can the fact be explained [*Continued on Page 66*

DOWN THE
OF ST. LAWRENC

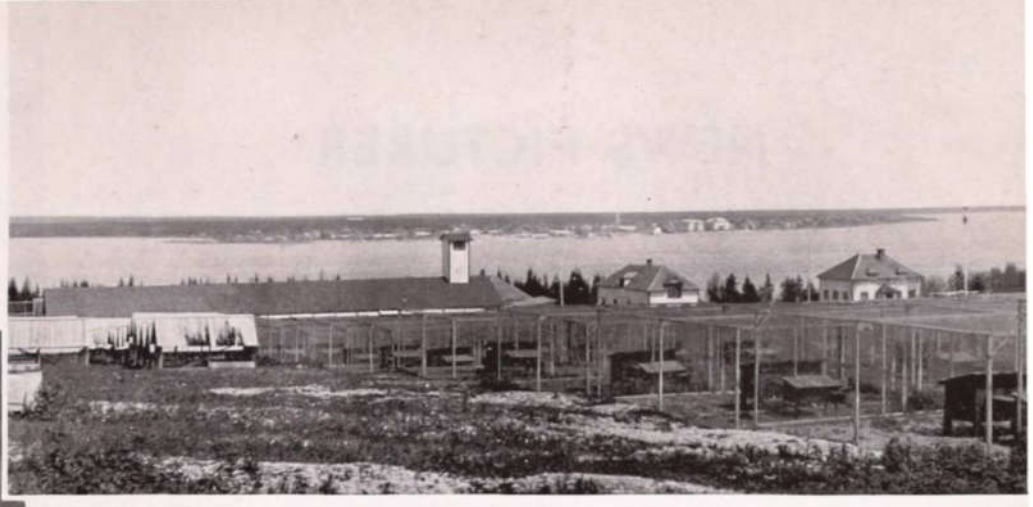
During June an official inspection was made of the Company's fur trade posts in the Gulf of St. Lawrence and on the southern Labrador coast. These pictures were taken during the latter

half of the journey. Unfortunately, due to technical troubles with the camera, no pictures can be shown of the eastern gulf posts and staff. The 1600-mile trip was made in the Company's motor launch "Fort Amadjuak." A tour of these posts takes one to the earliest settlements of white men in the continent of North America. The Mingan islands, where one of the

establishments visited is situated, was discovered by Jacques Cartier on August 9th, 1535, during his second visit to the Gulf of St. Lawrence. On that date he sailed into what is now called Ste. Genevieve Harbour, remaining there until the 13th. The 12th of August is the festival of St. Lawrence, and for that reason Cartier named the bay "St. Lawrence's Bay." From this local application the name has spread to cover the entire gulf and the river.

GULF

E 1935

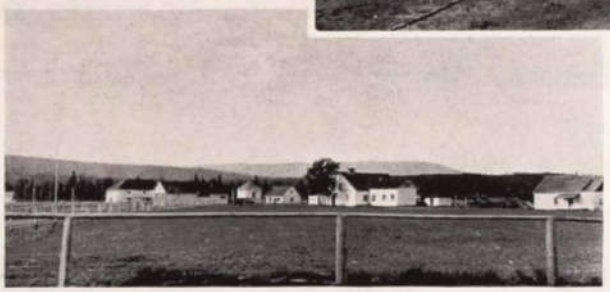


In the upper left corner: The M. Y. "Fort Amadjuak" in the gulf. Upper right: One of the newest posts of the section, Frenchman's Island, which is situated near the most easterly point of the Labrador. The post was established in 1928. The other post on the same page is St. Augustine, in Belle Isle Straits, which was an old French post, having been built before 1720. The H B C has been established there since 1854. Down the left side: The Commissioner takes his turn at the wheel of the launch; Engineer S. Bradbury and Captain Isaac Barbour of the "Fort Amadjuak," and the Commissioner, J. S. Blackhall, manager of Cartwright post, and H. Parsons, manager of the Labrador district, outside the post at Cartwright. In the centre is Charley Williams, fisherman of Cartwright; then a picture of muscular effort off Frenchman's Island post. Lower right: Hayward Haynes, manager of St. Augustine post, with the chief of the local Indians. Right hand page, upper right: The Company's silver fox farm on one of the Mingan islands; and in the centre, the agricultural side of raising foxes. Upper left: Captain Barbour in the small cabin of the "Fort Amadjuak." Centre right: St. Augustine Indians; and, lower left, another view of the post. Lower right: Apprentice R. Letellier and Manager G. A. Beare, of Romaine post, who, despite their apparent intention to pull against each other, work well together in this business of fur trading. The pictures on this page were by the Fur Trade Commissioner.

NEWS PICTURES

Top right: Pensioner F. C. Gaudet, one of the sons of the celebrated Chief Trader C. P. Gaudet, attends the sailing of the "Nascopie" from Montreal in July. Top left and immediately below: In 1934 the Company established a new outpost on Frances lake, at the head of the Liard river in northern B.C. To Mr. F. C. Weems, big game hunter, of New York, we are indebted for these pictures, one showing the outfit on the Liard river, and the other the beginning of the cabin for the post. Centre right: Mr. M. R. Tenenoff, of the International Agencies, Inc., of Chicago, the Company's wines and spirits agent in that district, and Mr. N. A. Verner, of the Manitoba Commission, are entertained to lunch by the Company at Lower Fort Garry. Left to right: Mr. Verner, F. W. Gassto n, Secretary, Canadian Committee; Mr. Tenenoff; C. W. Veysey, Manager Wine and Spirit Department; and F. F. Martin, General Manager of the Company's Retail Stores. The remaining pictures on the page come from J. F. Topping, of Hay River post, and were taken during a trip with the staff of the Anglican residential school up the Hay river to Alexander Falls (106 feet high). On the left the party is: Mrs. Singleton, Indian Chief Lamalice, Rev. W. B. Singleton, J. F. Topping, Miss F. E. Wilmot, D. MacKinley and T. H. Bulteel. Below are seen the falls, which rival Niagara; and, on the right, reloading the mission boat after a halt.

HBC FUR TRADE POSTS

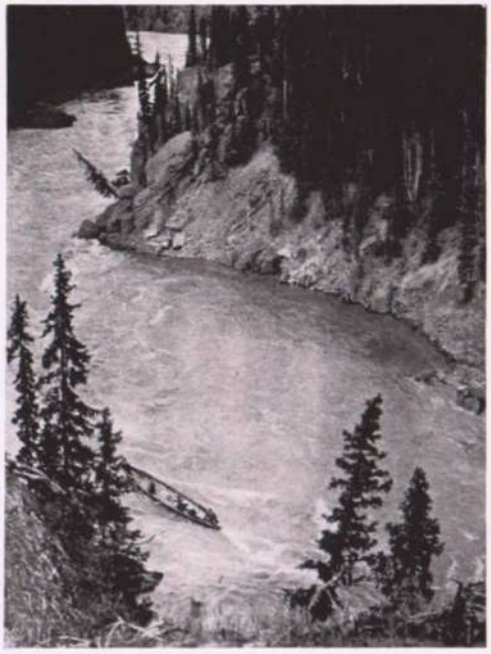


Upper section, top left: The new combined store and dwelling erected at Fort McMurray in 1934. Fort McMurray is at the end of steel and where the Company's Mackenzie River Transport Service begins. Top right: Pangnirtung post on the east side of Baffin Island, established by the present Commissioner in 1921. Centre: Kitwanga post on the Skeena river, British Columbia. Lower left: Fort St. James, another British Columbia post of particular historical interest. It was established by Simon Fraser, the explorer, of the North-West Company, in 1806, being taken over by the H B C at the amalgamation in 1821. Some of the original buildings remain. Lower right: A view of the new Fort Dease post on Great Bear Lake. Lower section, left: A spring day at King William Island post; and, right, an early summer view of Dundas Harbour post on Baffin Island.

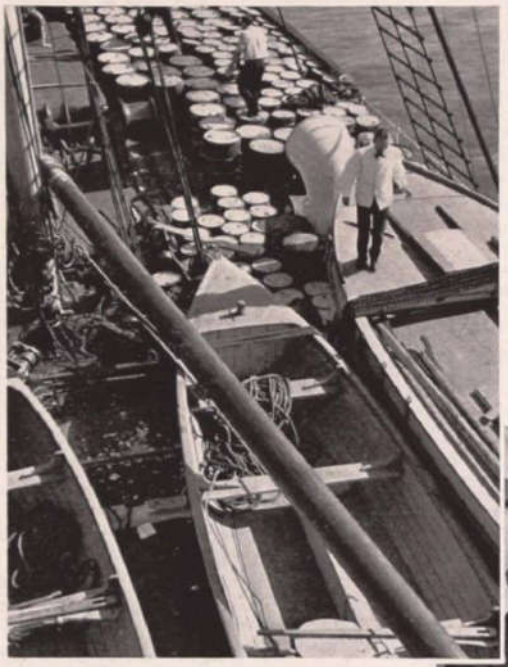
THE NASCOPIE SAILS AGAIN

The two hundred and sixty-fifth annual voyage of a Company ship into Hudson Bay began on Saturday morning, 13th July 1935, when the R.M.S. Nascopie sailed from the port of Montreal. Immediately above: The ship, low in the water, leaves the dock while relatives of those on board crowd to the edge to wave "good-bye" to fur traders, missionaries and police bound for the North. The usual large number of people watched the sailing, a portion of the crowd being seen on the right. Two views are shown of the heavy deck cargo of boats and drums of coal oil and gasoline; and, top right, Superintendent T. H. Irvine

MORE B.C. PICTURES



Mr. W. G. Crisp, of Kitwanga post, has produced these interesting British Columbia pictures, with the exception of the clothes line snapshot, which was received anonymously. On the reverse side the snapshot bore the following caption: "Not artistic, but another example of the many uses for old H.B. 'Point' blankets—Chief ——'s undies." To our unknown photographer, many thanks; and to Chief ——, also, thanks for the hint on "How to keep warm next winter." Mr. Crisp's pictures were taken during a trip to the Finlay river. The first picture is of Deserter's Canyon, with an H B C scow making the passage. The story is that the canyon received its name after the desertion of the leader of a party of prospectors en route to the Klondyke in 1898. The party was constructing a trail over the steep rock bluff of the portage when an argument



inspects the R.C.M.P. detail for the North. Below: A. H. Snow, J. H. Wilmot, and P. Mehmel, of the Montreal office, on deck with A. Copland, of the St. Lawrence-Ungava district.

arose as to the best way to get the boat through the canyon. During the night the leader disappeared and was never seen again. Today the empty boats are run past the rock wall with a 24 h.p. Johnson engine and then lined the rest of the way. The next picture shows the freight for Whitewater post being portaged at the canyon. On the right page, top, an Indian is poling an H B C boat up the riffles of the Crooked river, and below, trappers are met on the same river between MacLeod's Lake post and Prince George, B.C.

The Archives of the Hudson's Bay Company

By
R. H. G. LEVESON GOWER
Archivist of the Company

In This Fourth Article on the Valuable Archives of the Company the Archivist Describes the Arrangement of the Original Letters Received in London and Gives Some Interesting Extracts.

IN my last article, which appeared in the December 1934 issue of *The Beaver*, I offered a few remarks on the correspondence books of the London headquarters office, and in continuation I now propose to describe the arrangement of the original letters received in London.

No original letters addressed to the Governor and Committee during a period of over thirty years after the Charter was granted in 1670 are to be found in the Company's archives, the first letter being dated 2nd August 1703, and written by John Fullertine, governor of Albany Factory. Prior to 1716 all the letters are from Albany, which, during the period from 1697 until after the conclusion of the Treaty of Utrecht in 1713, was the only fort on the bay remaining in the Company's hands. Under the Treaty of Utrecht the whole of Hudson Bay was ceded to Great Britain and in July 1713 James Knight and Henry Kelsey, two of the Company's officers, received commissions from Her Majesty Queen Anne empowering them to accept the surrender of York Factory from the French on behalf of Great Britain.

The order from the French for the surrender of Port Nelson (York Factory) to Great Britain arrived in England too late for the Hudson's Bay Company to take possession in 1713, but in June 1714 Knight and Kelsey set sail from the Thames, and after a tedious voyage in the *Union* frigate (Captain Richard Harle, commander) they anchored off Nelson river on 5th September. Knight immediately sent Kelsey ashore and the fort was finally surrendered on September 11th. The following extract from Knight's journal is of interest:

"This Day I made a 3d. Demand of ye Delivery of ye Place According to ye Treaty of Peace & ye french Kings Orders & after Some Debates betwixt us ye Govrnr came to A Resolution to give me Possession and Accordingly he Call'd all his Men & read the Orders as he had in ye Gallery afore ye Warehouse & Delivered me all the Keys & Strook his Flag & as his came down wth one pt of ye Halliards I hoisted ye Queens with ye other Part & then read my Commission & Proclaimd ye Queen* with Usuall Ceremony in fireing ye Guns & Drinking her Majestys health &c. at Night gave our Men a Cask of Strong beer to Drink wee gott our Coalls most part & all ye bricks a Shore this Day most pt fair weathr."

On September 19th he settled his "Acctts with the French Governours gave Receipts for the fort."

On the following day (September 20th) Knight gave Captain Harle his sailing orders and the Frenchmen went on board. Thus York Factory passed once more, after being continuously occupied by the French for seventeen years, into the possession of the Hudson's Bay Company. The first letter addressed from York Factory to the Governor and Committee in London to be found in the Company's archives is that from James Knight, dated September 17th, 1716, although copies of his letters to London written in the autumn of 1714 have been inserted in the first journal of York Factory. In 1715 no letters were directed to London from the bay, since in that year Captain John Davis, sent out in the "Hudson's Bay Frigate" with goods for York Factory, returned to England without reaching that place, being dismissed from the service in consequence.

In the spring of 1717 Governor Knight, determined to re-establish †Churchill with the object of encouraging trade with the Northern Indians, and an advance party under the command of John Carruthers the surgeon, was accordingly despatched from York Factory in June. On July 10th, 1717, Knight handed over York Factory to Henry Kelsey, his deputy, and sailed on board the *Success*, accompanied by the *Prosperous*, for Churchill, where he arrived four days later. Carruthers then reported, according to Knight's journal,

"That they had Search'd both Sides of the River wth the boat but could not find a Spott of Ground to Sett a house upon without I went up to the place where the Danes had Wintred a 100 Years Since‡, wch was the only & best place to be found."

Knight remained at Churchill until September 1718, when he sailed for England, leaving Richard Staunton in charge of the fort, whilst Kelsey succeeded him as governor of the bay and continued to reside at York Factory.

No original letters from Churchill Factory to the Governor and Committee have been found relating to the period prior to 1723.

*Knight and Kelsey assumed possession of York fort on behalf of Great Britain in the name of Her Majesty Queen Anne on September 11th, 1714, actually six weeks after the accession of King George I. Queen Anne died on August 1st, 1714, but, as this was several weeks after the departure of the Company's ships for Hudson Bay, the fact was not known by Knight.

†A previous attempt by the Hudson's Bay Company to establish Churchill had been made as early as 1689, before the French occupation of the bay, but on that occasion the buildings had been destroyed by fire prior to completion.

‡Jens Munck, a Dane, sailed from Copenhagen with the *Unicorn* and *Lamprey* on May 9th, 1619. Munck entered Hudson Strait on July 11th, and on September 7th he anchored in Churchill harbour. After spending the winter of 1619-20 here, where many of the crew perished from scurvy, the expedition sailed for Denmark on July 16th, 1620.

After Churchill, the next fort in the bay to be established by the Hudson's Bay Company was Moose, which they had not previously held for about forty years since the days prior to the French occupation of the bay.

In 1728 Joseph Myatt, governor of Albany Factory, sent William Bevan to survey Moose River, which, he stated, "may be of Great Service" to the Company if they "are pleased to Settle yt place." Later, Bevan reported having "Discovered the Island and place Where the Factory Stood formally," and in 1730 the Governor and Committee adopted the report of a sub-committee recommending the "building" of a fort at Moose River. In September of that year the foundation stone of the new fort was laid "on the Same Island where the Factory Stood formally but about ½ a mile Higher up the River," and on the completion of the building operations, Moose became a factory independent of the control of the chief of Albany. In 1732 William Bevan was sent there to take command, and, commencing in that year, we have in our archives a series of letters directed to the Governor and Committee in London by the respective chiefs of Moose Factory.

Henley House was established in 1743, but the master there, being responsible to the chief at Albany Factory, did not have any direct communication with the Governor and Committee.

In the autumn of 1749 William Coats, in command of the *Mary*, landed at Richmond Gulf on the East Main, where a house was constructed in the ensuing months; and for the brief period between 1749 and 1759, whilst Richmond remained in operation, we have a series of letters directed by the chiefs here to the Governor and Committee in London.

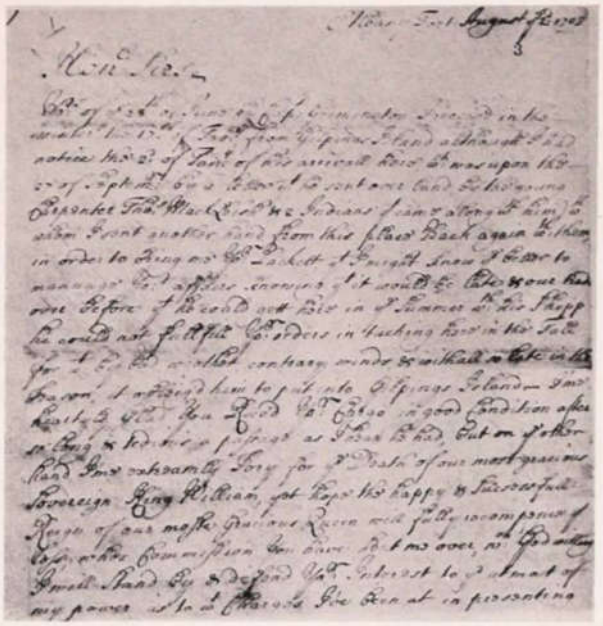
Eastmain was established a few years after Moose, but it was dependent first on Albany and later on Moose until 1786, when the Governor and Committee, in a letter to John Thomas, chief at Moose, stated:

"The increasing importance of Eastmain has induced us to take it under our immediate Direction; to which end We have caused the Cargo and Invoice for that Factory to be made out distinct from yours, as not in future to make a part of your Establishment."

George Atkinson, formerly master here, was now appointed chief, and from 1786 to 1791 we have a series of original letters from Eastmain to London.

We have in addition a few letters addressed between 1763 and 1773 to the Governor and Committee by the master at Severn, although he was directly responsible to the chief at York Factory.

The first and last dates of the series of original letters received in London during the eighteenth century from the various factories in Hudson Bay are thus as follows: Albany, 1703/1791; York, 1716/1797; Moose, 1732/1796; Churchill, 1723/1791; Richmond, 1749/1759; Severn, 1763/1773; Eastmain, 1786/1791. There are no letters to the Governor and Committee from any of the inland posts in the eighteenth century, as prior to 1810 these were dependent upon one or other of the forts on the bay.



Portion of a letter from John Fullertine to the Governor and Committee in London, dated Albany Fort, August 2nd, 1703. The letter mentions the death of King William III and the accession of Queen Anne, and is the oldest letter in the Archives.

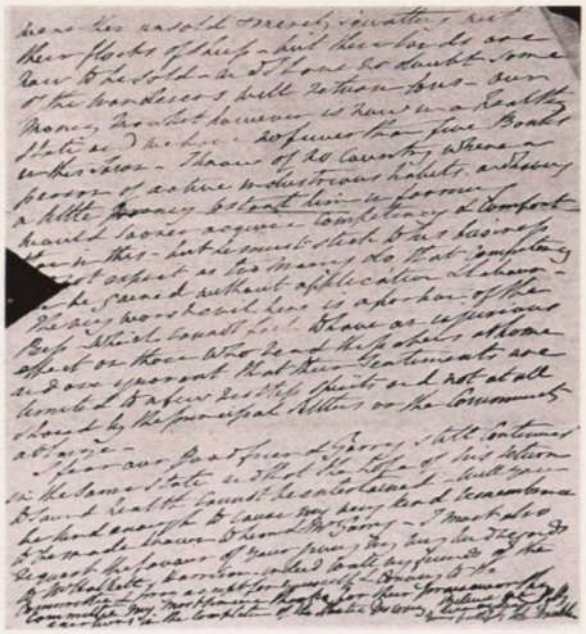
Subsequent to the dates recited above, the original letters to London from the forts in the bay have not been so regularly preserved until well on in the nineteenth century, but in many cases copies of the missing letters are to be found in the correspondence books of the posts in North America. For example, the letters addressed from York Factory to London between 1794 and 1808 have been copied into a correspondence book included in the records of that factory, and in a similar book in the Churchill records will be found copies of the corresponsence with London during the period 1783 to 1801.

With regard to the correspondence received in London from the Company's posts in North America during the seventy years of the nineteenth century preceding the Deed of Surrender of Rupert's Land, we have original letters received from the Company's offices at Lachine and Montreal from 1823, though they are extremely scanty until after 1841, apart from the reports made by Sir George Simpson, and these are referred to separately below.

There are letters from Forts Vancouver and Victoria, the headquarters establishments of the Columbia and Western Departments, for the period 1835 to 1870, but only a small proportion are prior to 1849, when Fort Victoria became the headquarters of the Western Department.

There are also letters from Fort Garry, the headquarters of the Red River Department and Colony, from 1841 to 1870, but prior to 1851 there are comparatively few and these are all in one folder.

There are also letters of this later period received from Moose Factory, commencing in 1849;



Last page of a letter from Sir John Franklin to the Governor of the Company, dated "Govt. House VD Land," October 7th, 1838. The letter congratulates Peter Warren Dease and Thomas Simpson on their recent successes in Arctic exploration.

from York Factory, commencing in 1834, with a few of earlier date, from Eastmain, 1854 to 1867; from the Company's agents at Quebec, commencing in 1836; and from their agents at Honolulu in the Sandwich Islands from 1835 to 61.

In addition there are a few letters to London of various dates in the nineteenth century from other posts not referred to above. We have also a large collection of original letters and reports received by the Governor and Committee from Sir George Simpson during his long period of office, first as Governor of the Northern Department and later as Governor-in-Chief of Rupert's Land. These cover forty years (1821 to 1860) at a most important period of development in the Company's history, and are full of information set out in an extremely comprehensive and concise manner. This accounts no doubt for the scarcity of letters from the Company's forts to London between 1821 and 1860, since correspondence at this period was conducted to a large extent with Sir George Simpson as president of the Councils of the Northern and Southern Departments of Rupert's Land.

Then there are the files of original letters received from the government departments from 1813 until 1870 to which I referred briefly in my previous article on the London office correspondence books.

The mass of letters of a general nature received from proprietors of the Company, from the public at large, from tradesmen, and those from servants of the Company dealing with private or family matters, have not been consistently retained until 1836, but from this date onwards until 1870 the series is virtually complete. There are, however, a few letters of the latter years of the eighteenth century and a more extensive collection covering the period 1800 to 1835.

The original letters to be found in this series are for the most part those to which one would naturally expect to find the copies of the replies in the correspondence books "General" referred to in my previous article whilst, as a general rule, the copies of replies to the letters from the Company's officers in North America are to be found in the correspondence books "Private or H.B."

I will conclude by giving a few examples of interesting material to be found in the London office correspondence (inward):

In an early letter received from John Fullertine, governor of Albany Factory, dated 2nd August 1703, in reply to the Governor and Committee's letter of June 23rd 1702, we find the following reference to the death of King William III and the accession of Queen Anne: "But on ye other hand I'me extreamly Sory for ye Death of our most gracious Sovereign King William, yet hope the happy & Sucsessfull Reign of our moste Gracious Queen will fully recompence yt loss, whos Commission You have Sent me over, wch God willing I will Stand by & defend Yor Interest to ye utmost of my power."§

The news of the cession of Hudson Bay to Great Britain under the terms of the Treaty of Utrecht was conveyed to Anthony Beale, governor of Albany Factory, by Peter Clements, master of the *Prosperous Hoy*, who arrived from England on September 8th, 1713. In a letter to the Governor and Committee dated August 2nd, 1714, Beale alludes to the victorious peace and adds:

"He (Peter Clements) Likewise Saide yt Your Honrs had gott ye Whole Streights and Bay of Hudson with all its Dependances, wch I was Harty glad for to here."

In the series of London correspondence inward (General) is to be found an original letter from Sir John Franklin, the great explorer, to J. H. Pelly, Governor of the Hudson's Bay Company. It is dated Government House—Van Diemen's Land,** Oct. 7th, 1838, and in it Franklin congratulates Pelly on the success achieved by Peter Warren Dease and Thomas Simpson, two of the Company's officers, in their recent surveys of the Arctic coast.*** He includes in his letter the following words:

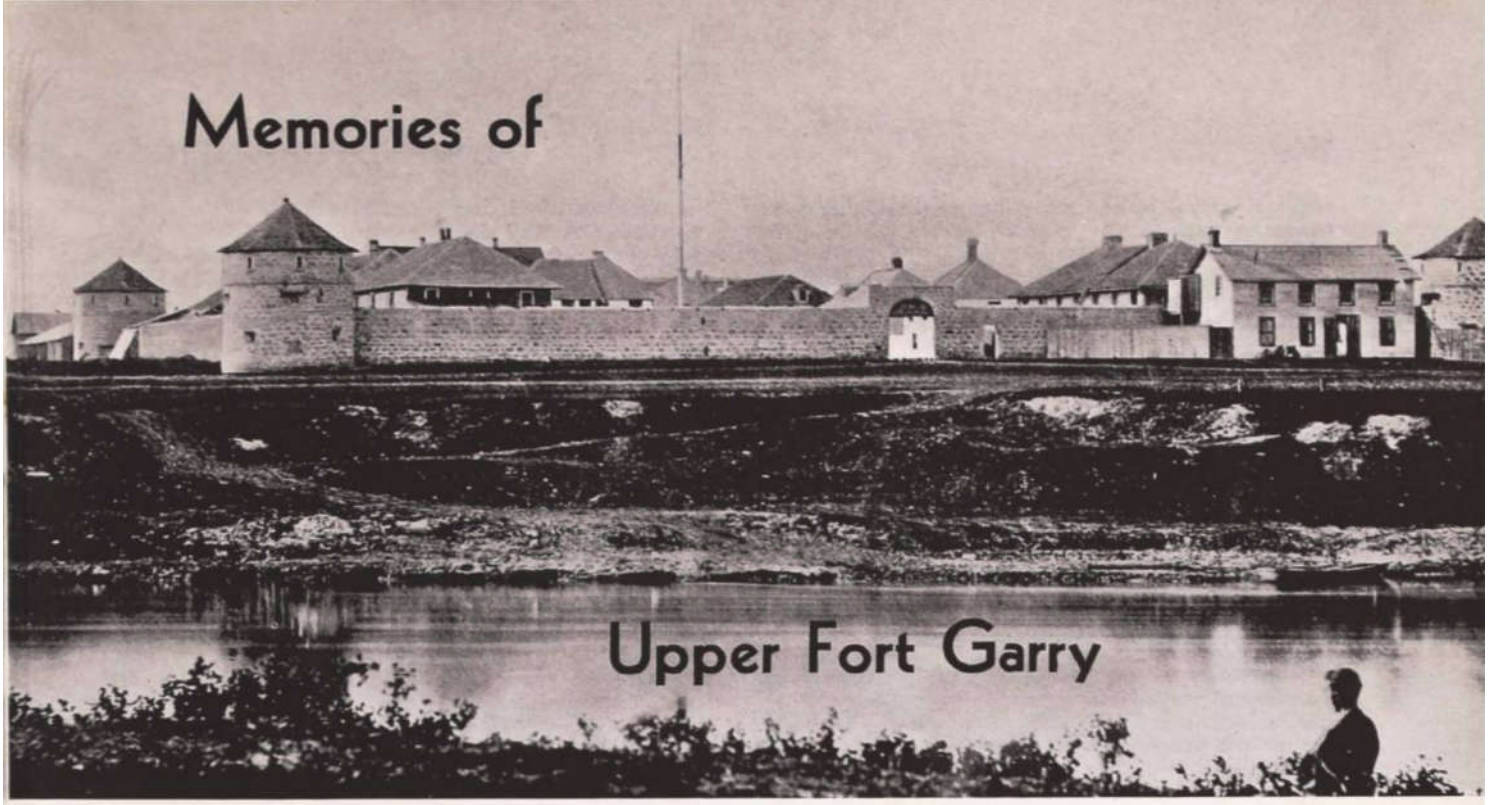
"You can well imagine the delight I felt at receiving the first intelligence of the success of Dease & Simpson and the eagerness with which I read the detail of their proceedings. The completion of the Survey of the Coast is an object worthy of that enlightened & liberal spirit which has governed all the proceedings of the Hble.H.B. Co. and experience has shewn that its accomplishment could not possibly be entrusted to more judicious & energetic persons than our friends Dease & Simpson. I am not sure whether I am acquainted with the latter Gentleman but I shall in any case beg to rank him among my friends for his work sake, and as for Dease he has long possessed my very sincere regard & esteem."

§The news of the death of King William III, which occurred on March 8th, 1702, was conveyed to Governor Fullertine at Albany in a letter sent out by the "Hudson's Bay Frigate" (Captain Michael Grimington, commander), which sailed from the Thames in July, 1702. The ship arrived in the bay too late to return to England that autumn, and, in consequence Fullertine's reply, was not despatched until the summer of 1703.

**Sir John Franklin was governor of Van Diemen's Land 1836 to 1843.

***In the summer of 1837, Dease and Simpson had proceeded westward from the mouth of Mackenzie river, and had explored the gap of the coast of Alaska between "Boat Extreme," where Franklin had turned, and Point Barrow, where they connected their discoveries with those of Elson. The delineation of the northern shores of the continent was thus completed and the two explorers earned the unstinted approbation of Sir John Franklin.

Memories of Upper Fort Garry



By
THE LATE ANNA M. COWAN

Just a Century Ago the First Stone for Construction of Upper Fort Garry Was Quarried. These Extracts from Reminiscences of Miss Cowan, Daughter of the Well Known Dr. William Cowan of the Company, Give an Interesting Picture of Life Within the Fort When It Was in Actual Fact an Outpost of Empire.

FORT GARRY—built over one hundred years ago—what a monument to the halcyon days of the Hudson's Bay Company! And what a stately crown those massive walls and grim bastions would have formed for the splendid Main Street of today! But no, somebody blundered: the historic value of such a picturesque building was lost sight of and it was quietly, without any protest, swept off the earth.

From statements nowadays it would appear that Fort Garry was the general rendezvous of the whole settlement. That is erroneous. Fort Garry was a very quiet place, and exceedingly exclusive. There were many people in Red River who had never been within the walls of the fort, and the Company never countenanced any loitering about the place. In old diaries and letters, many times we come across such items as "Fort very dull today," or "Nobody at the fort today." In certain seasons, as when the boats were starting for their long summer journeys, the fort was a busy place. When the quarterly court was sitting many people were to be seen in and around the fort. Pension day was also a busy day, the pensioners, dressed in their neat uniforms of dark green with crimson facings, all coming to receive their money. Here the old soldiers met, renewed friendships, adjusted quarrels, made their purchases and returned to their homes to await the next quarter day. Only those came to the fort who had business to transact in the office or purchases to make in the shop, where necessities of all kinds and some luxuries could be obtained—from a four-point blanket to a snowy cone of loaf sugar in its blue paper covering, or a blanket capote to a cake of shiny gingerbread in its gold or silver wrapping, ribbons, beads, jewelry, perfume or pomatum—always everything of the same quality and little variation in price.

Within the fort were only the families of the Hudson's Bay officers, who formed a small community of their own; and a very happy little community it was. Almost all kept horses, and there was much riding and driving about. Every mail brought a good supply of papers, magazines and books, which were passed from house to house. The *Times*, the *Scotsman*, the *Glasgow Courier*, *Blackwood* and *Bell's Life* appear to have been much read. The gates were securely locked every night. Sergeant Rickards attended to the important duties of locking and unlocking the gates at

regular hours, and a very heavy knocking was necessary before any belated arrival could gain admittance.

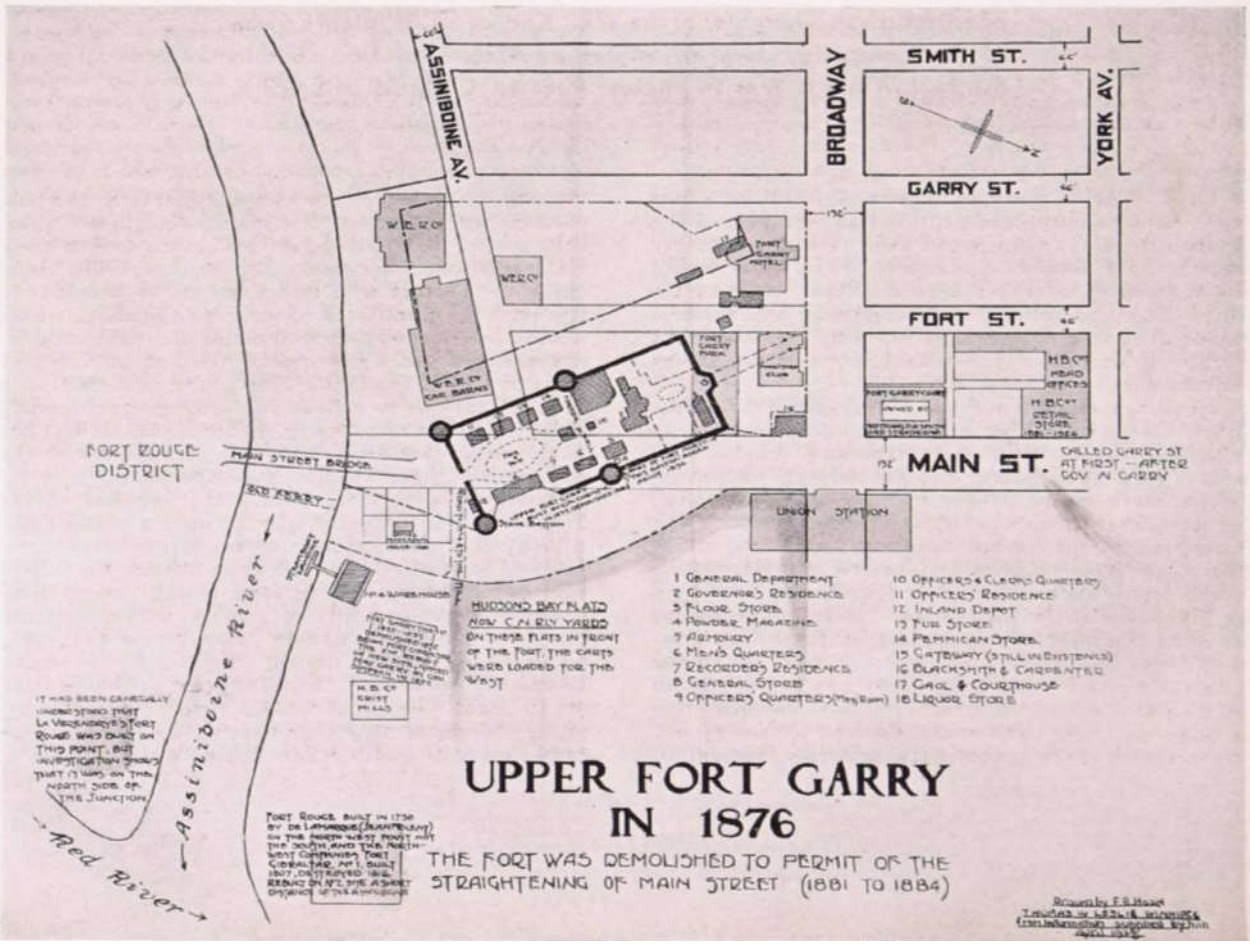
The houses were all heated by Carron stoves and were always warm and comfortable. A manservant attended to all the fires. Life was very easy, particularly for the ladies, who had little or nothing to attend to. Each one kept her own maid, and those who were industriously inclined passed much of their time in various kinds of fancy work, materials for which were always ordered from England.

At Christmas time all business was suspended. From a week before Christmas to a week after the New Year was a season of enjoyment for all in the fort as well as throughout the settlement. The old chief factors entertained at select little dinner parties, to which the clergy and Hudson's Bay people were invited, while the younger people enjoyed many dances.

Mrs. Dallas, the charming young wife of the Governor, proved a most engaging hostess during her residence at Fort Garry, entertaining lavishly for all the young people. She it was who first introduced the wonders of a Christmas tree to the children. It was no light undertaking to provide toys or tree decorations in a country devoid of toy shops. Tin foil and gilt paper were stripped off packages in the shop and twisted into fantastic shapes, bright beads and berries were strung upon cords, slices of yellow soap were cut into hearts, stars, etc., carefully covered with coloured paper, candles cut down and fitted into holders made by the tinsmith, and the tree was decorated. Then began the search for toys. Every corner was ransacked, and a few of the shopkeepers in the settlement were able to produce a limited number of dolls, Noah's arks, etc., all at exorbitant prices, and on Christmas Eve the splendours of the dazzling tree were presented to the utterly delighted children.

The walls of Fort Garry were originally constructed entirely of stone, with a formidable loopholed bastion at each corner. Within, a wooden gallery encircled the fort, with stairways at intervals, so that a view of the surrounding country could be had at any time or a walk enjoyed without the necessity of floundering along muddy roads after rain. The main gate faced southward, and a small postern gate was cut in the eastern wall. In the centre stood two houses facing southward. That to the front, large and commodious, was the residence of the officer in charge of the fort and contained the large mess room where, in the early days, both ladies and gentlemen had their meals; latterly only the gentlemen attended the mess. Very regular hours were maintained; the clanging of the bell announced the meals—breakfast at 7.30 or 8.00 a.m., according to season, dinner at 2.00 p.m., and supper at 6.00 p.m.

A wing at the eastern side of this house provided accommodation for another family. The rooms in the upper storey were usually reserved for transient guests, chiefly during the summer months,



when many officers passed to and from the council at Norway House. One winter, Judge Johnson, recorder of Rupert's Land, was the sole occupant of the upper floor. A large Carron stove in the hall provided heat, and the judge, while dressing in very cold weather, made sundry trips between his room and the stove. One morning he dashed out as usual, towel in hand, when to his astonishment, in the dawn of an early winter day, he saw a figure leaning over the stove—a very old man with an exceedingly white face, dressed in a light blue coat, the collar coming high over the back of his head and silver buttons well up between the shoulder blades. The judge silently made a hasty retreat to his room. On emerging later there was nobody to be seen, and Mr. Johnson thought that he had at last seen the ghost of some old chief factor who had returned to the haunts of bygone days. On entering the mess room he was surprised to find his "ghost" sitting at the breakfast table. It was then explained that during his absence the evening before, Mr. McKenzie had arrived from Lac Seul and had been assigned to a room in the same hallway. Mr. Charles McKenzie, in extreme old age, was at that time retiring from the service after spending forty consecutive years at Lac Seul, then one of the loneliest and most out-of-the-way posts. Fashions never changed in those far away places, and these old officers were not aware of anything incongruous in their appearance when they returned to civilization wearing clothes that had been the height of fashion when they left London in the eighteenth century.

The other central house in the fort was known as Bachelor's Hall—the lower storey completely occupied by the officers, while an outside stairway led up to a central door in the second storey opening into the quarters of the clerks.

Along the western wall were large warehouses, and in the southeastern corner the sales shop, and on the same side, beyond the little gate, another officer's residence, the men's house and a warehouse storing food supplies. Fresh beef, game and fish were distributed daily to the various kitchens in the fort and large supplies of pemmican and dried buffalo meat were always stored here. Fort Garry being the only market for any superfluous produce in the settlement, everything was brought to the fort and never refused; so here also were to be found cheeses which would almost require a good strong axe to split and consignments of uneatable butter were thrown into tubs and made excellent axle grease.

Thus stood Fort Garry when, in 1846, a force of imperial troops arrived from England. Quarters had to be provided for about three hundred and fifty officers and men. It was decided to give over the Lower Fort entirely to the soldiers, the Hudson's Bay officer in charge moving into the cottage, a small stone bungalow which stood near the fort and the Red river. Detachments of artillery and engineers remained at this fort, while the infantry moved on to the Upper Fort. The buildings along the eastern wall of Fort Garry were alone reserved for the Hudson's Bay Company. A high, close, picket fence across the fort was at once put up by the soldiers, completely dividing the two services. Governor Christie moved into the lower part of the residence near the little gate, while the upper storey was remodelled and partitioned off to form the general office as well as the clerk's quarters. For two years all the Company's business was carried on in this confined area, but on the withdrawal of the military in 1848 everything was restored to its original state.

These were probably the gayest days ever seen in Red River. All the retired chief factors vied with each other in providing entertainment and amusement for the military officers during their enforced stay in this lonely region.

About the year 1837 the Hudson's Bay Company started an experimental farm under the management of Captain Carey, a retired British officer, who brought with him from England a number of experienced farmers to assist.

Among the importations of Captain Carey was a donkey, kept at the Upper Fort. This donkey was a delight to all the children in the vicinity—the only donkey in Red River. He seems to have wandered about at his own sweet will, visiting at all the houses in the neighbourhood, spending a few days here and there, petted, ridden and fed all the tid-bits he desired. One evening at the mess table a young lieutenant of the Sixth Regiment made a bet that he would take down Captain Carey's weather vane from the top of one of the old bastions. In the darkness of the night he easily scaled the wall, but the vane proved to be more securely fastened than he expected. He twisted and struggled to tear it off till, suddenly startled by a tremendous noise below, and believing that he was discovered and that the doughty captain would not hesitate to fire at intruders, he attempted to slide down, but found himself firmly held. His sash had in some manner become entangled and could not be unwound. Tearing himself free, he returned to his companions—the bet lost. What was the surprise of the early morning workers to see Chanticleer proudly raising his head to the rising sun with a long crimson banner streaming in the breeze. The young officer was much disgusted to discover later that the noise from which he had fled was caused by the donkey's vigorous objections to having his slumbers disturbed by any onslaught upon the roof of his dwelling.

Fort Garry was becoming very much overcrowded and more accommodation was required. Governor Christie had retired and returned to Edinburgh. Lieut.-Col. Caldwell was appointed Governor of Assiniboia; Mr. John Ballenden was the officer in charge of the fort; and for the first time a resident Hudson's Bay Company Governor arrived from England. This was Mr. Eden Colvile, who lived at the Lower Fort and never at any time in Fort Garry.

Mr. Ballenden added another residence in the fort, a commodious two-storey house facing northward. It was built solely for the occupation of the officer in charge, and so used for many years, and was not intended for the use of a governor. Here lived Mr. Ballenden, Mr. Swanston, Mr. Black and Mr. William McTavish in turn. Dr. Bunn, who acted as recorder from 1858 to 1861, had rooms here also. When Governor Dallas arrived

UPPER FORT GARRY

1835-1882

DURING the winter of 1835-36 Tyndall stone was quarried and drawn along the frozen river, and by the spring canoes Scottish stone-masons arrived from Canada, and Upper Fort Garry began to take shape from the plans of Governor Alexander Christie. These hitherto unpublished photographs of the fort show the well considered plan and the white buildings so reminiscent of Scotland, from where the majority of the fur traders of the day came. Two of the pictures show the fort after the stone from the wall had been removed for the construction of the foundation of the new Hudson's Bay Company store on Main Street, which was opened in 1881, while others show the toll bridge across the Assiniboine river. The lower right pictures show the Governor's residence, built outside the original north wall in the middle of last century, and the north gateway, designed by Alexander Hunter Murray, which still stands, with part of the wooden stockade which enclosed the residence. Our drawings well illustrate one hundred years of prairie progress from the enclosed fort, Indians and canoes to the present large department store, crowds of shoppers and automobiles. The modern store, incidentally, is also built of Tyndall stone and the stone-masons were mostly Scottish.

from England as successor to Sir George Simpson in 1862, he took up his residence in this house and was the first governor to occupy it, being succeeded in 1864 by Governor McTavish. These were the only two governors who ever lived in this house, and it was never known as either Government House or Hudson's Bay House as we sometimes hear it designated now. When leased by the Canadian government for the use of Governor Archibald, the name Government House was first used, but it was never used in the days of the Hudson's Bay Company.

After the addition of an extra house, it was found necessary also to enlarge the fort. The north wall was removed and a wall of heavy squared logs was carried north from the bastion, enclosing a space nearly doubling the original fort, and it was in the centre of this wooden wall that the historic gateway (still standing) was placed. This was never a public entrance to the fort; just a private gate leading to the house and gardens.

One fine summer evening as the wall was nearing completion, several officers walked round the fort looking at the work which had been done. They were joined by Mr. A. H. Murray, chief trader, of the Hudson's Bay Company, who asked what sort of gate was to be put up. Mr. Black, who was in charge of the fort at this time, said he supposed it would be the same as the front gate. "Why not have something more ornamental?" asked Mr. Murray. Mr. Black explained that they had no design, no pattern to follow. Mr. Murray said no more but, taking a letter from his pocket, seemed to be writing. A few minutes later he handed the envelope to Mr. Black saying, "How would something like this do?" "The very thing," said Mr. Black. "We shall see what can be done." And from the small design on that envelope the massive battlemented gateway was erected.

The dreariest time that was ever experienced in Fort Garry was during 1852. In April, the rivers rose steadily till the waters crept over the banks and rapidly encroached upon the fort. Everything that could be moved was taken to the upper storeys of the houses and all the families living in the fort went to the Lower Fort, where they were obliged to remain till June. At the highest point of land within the fort the water rose to a little over four feet in depth. There was a very strong eddy in the southeast corner, and anything caught in the current there had difficulty in getting away, and tables, chairs, chicken coops, etc., from no one knew where were sometimes swept backwards and forwards for two or three days round this bastion, which ever after had a slight lean to one side. The outlook from the walls of the fort was utterly desolate: nothing but water as far as the eye could reach. A lonely item in an old diary says, "Not a sign of life anywhere this evening except a faint glimmer of a candle in a window in the nunnery at St. Boniface." Gradually the walls and buildings of the old fort on the point gave way and were swept on by the rushing water, till finally the last bastion was seen to topple over and disappear. Thus ended the old North-Western Fort Gibraltar, long the scene of so much animosity and bitterness between the rival fur companies; and, not so many years later, Fort Garry itself was swept away by a flood—a flood of people for whom the old fort held no romance, but who cared only for the prosperous city of Winnipeg rising from the ashes of a Fur Trade Empire.

The Residence of Lower Fort Garry, which was also built to the plans of Governor Alexander Christie.

THE COMPANY IN LONDON

FROM its formation in 1670 until 1682 the Hudson's Bay Company had no home of its own, but held its meetings in various places, such as The Tower, The Mint, Prince Rupert's lodgings in Whitehall, Garraway's Coffee House, and the Excise Office (afterwards the old South Sea House). In 1682 Scriveners Hall, west of St. Mary Staining Churchyard, was leased; then in 1695 the Company moved to premises in Culver Court in Fenchurch Street, next door to the Elephant Inn, where the artist Hogarth is said to have executed murals in the tap-room, one being "The Hudson's Bay Company Porters Going to Dinner."

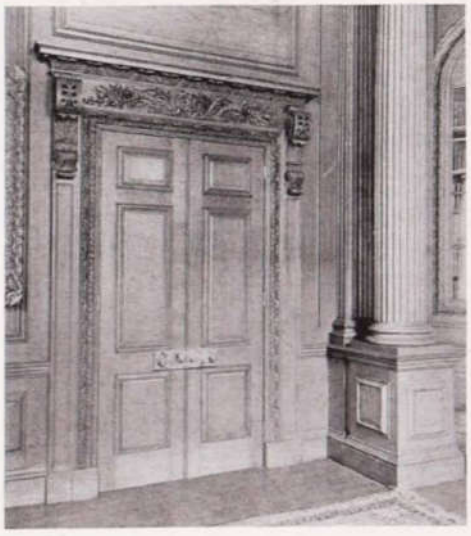
Nos. 3 and 4 Fenchurch Street were acquired in 1794, and for nearly another century the Company made no change in its premises, until in 1865 No. 1 Lime Street, the old silk warehouses of the Honourable East India Company, was leased.

After the War the Company acquired a site in Bishopsgate, and in 1928 the present Hudson's Bay House was opened there. Land had also been purchased in Trinity Lane for the erection of a fur sale room and fur warehouses, and the building, known as Beaver House, was opened in 1925, the first sale taking place there in 1928.

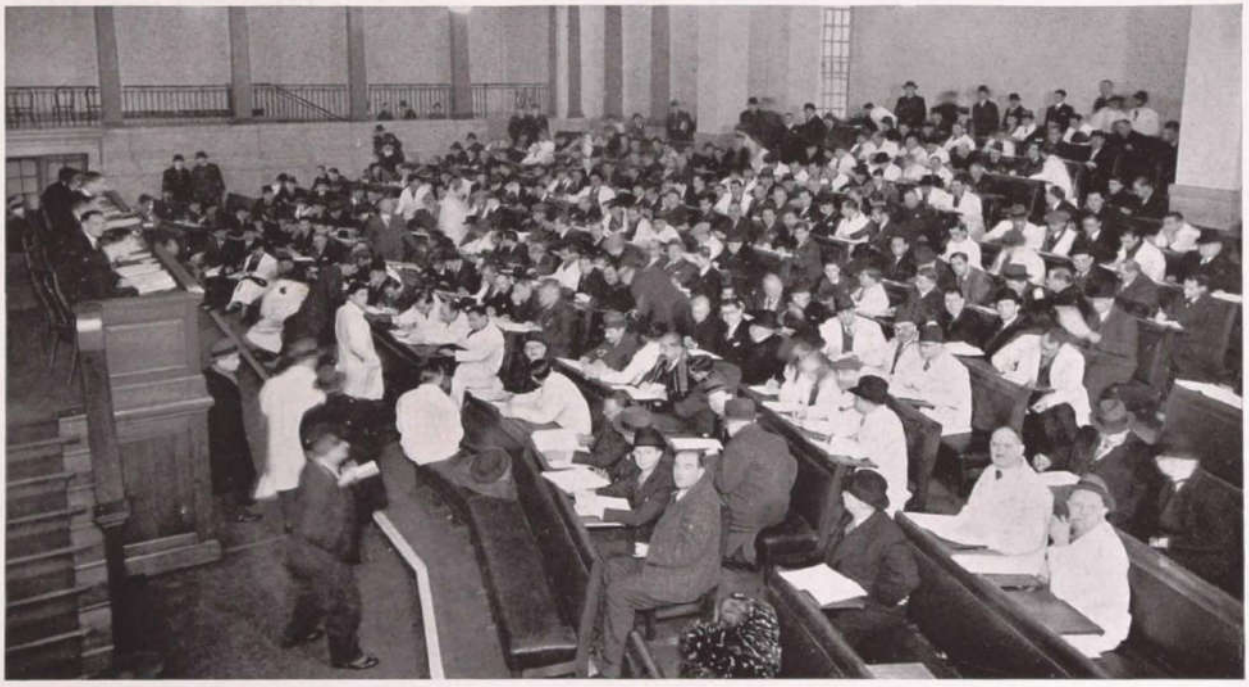
In the ensuing five pages we show a number of pictures of the Company's headquarters in these two buildings. Those on this page are the Bishopsgate front of Hudson's Bay House and the gateway leading to St. Helen's Place. The style of the building is classic with traces of the Wren influence; singularly appropriate, as Wren was a stockholder and member of the Committee of the Company. Of interest is the Indian motif worked in the stone above the mezzanine floor windows.

PRO PELLE CUTEM

These are views of the Committee Room, in Hudson's Bay House, with the carved enrichments into which beavers, otters and other North American animals are introduced, while in the moulded plaster work of the ceiling similar appropriate elements are discovered. Fine portraits of past governors hang on the walls, with Lely's painting of Prince Rupert, the first governor, over the mantelpiece, and King Charles II at the opposite end of the room. On the side wall are the Duke of York, second governor and afterwards King James II, Sir Robert Kindersley and Sir John Pelly, who was also governor of the Bank of England. The inkstands on the table were brought from the old Committee Room at No. 1 Lime Street, where they were used for many years.

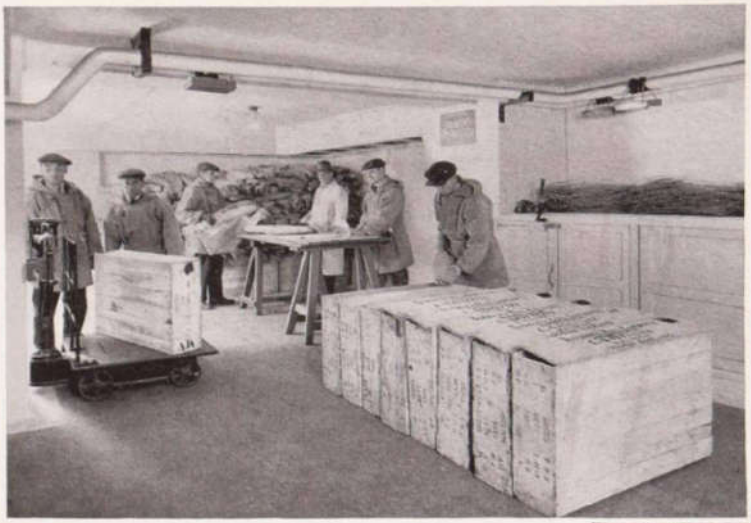


Top left is Beaver House, with its main entrance in Great Trinity Lane. It is here, in Beaver Hall, that the fur sales, seen in the lower picture, are held. The fur sale here in 1928, after the period of the occupation of the Lime Street property when sales were held in leased halls, was a return to an old custom, as for nearly 200 years prior to 1865 the sales had been held in the Company's own premises. The first sale was held in Garraway's Coffee House in 1671. Top right, buyers from all over the world talk outside the Garlick Hill entrance during a sale.

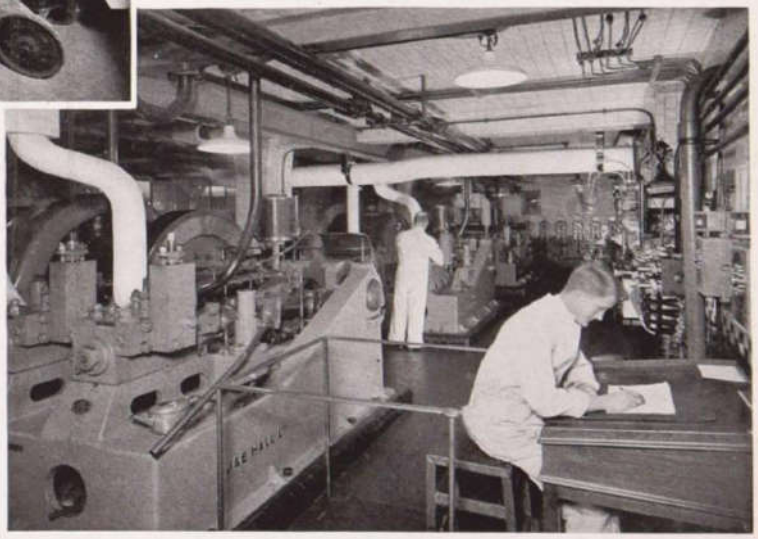


THE EXPERTS

For over two centuries Hudson's Bay Company grading of fur has set a standard throughout the civilized world. Here on these two pages the furs are seen in the hands of the experts who are either receiving, grading, cleaning or displaying the furs. Fur graders are not made in a day, and each of the men grading in these photographs has worked his way up through four or five years of training to grading the lowly muskrat, and, by slow stages according to his proficiency, he may advance from that to grading the mink and silver foxes which will find their way to the shops of Bond Street and Fifth Avenue. To the immediate right silver foxes are being sorted for colour, which may range from black to almost all silver. This, in common with all grading, must be done either by daylight or special daylight lamps. Below on the left a few of the many thousands of muskrats received are being graded, and, lower right, from the grading baskets the muskrats are being put up according to grade before being lotted for sale. Lower centre, white foxes are taken from the cage which removes the sawdust used for cleaning such furs as require it. Top right, a shipment of white foxes from Southampton Island is unpacked in the receiving room, and below that, the furs in their sale lots are being hung up for the inspection of the buyers in the days before the sale.



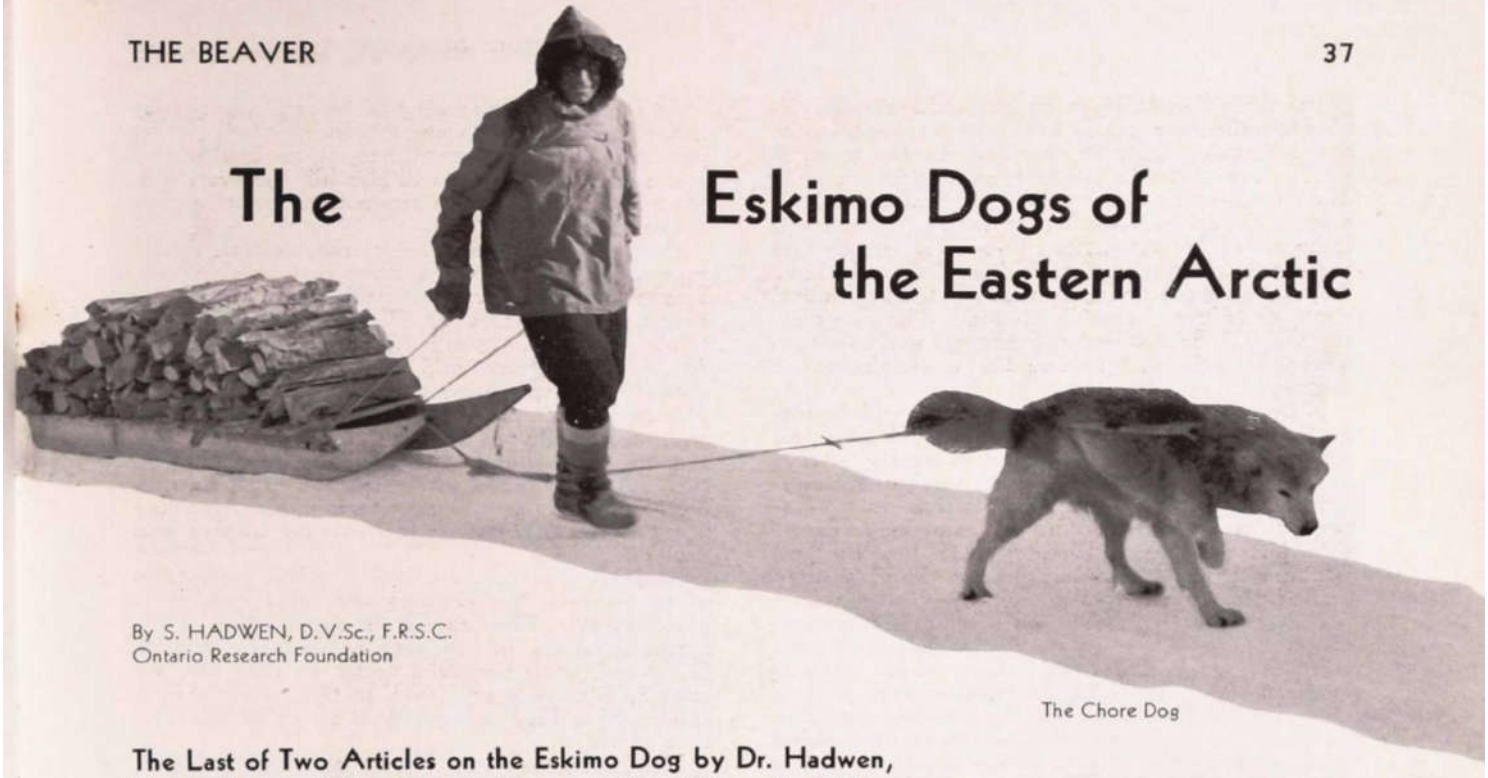
COLD STORAGE



Cold storage is yet another department in Beaver House, and there are extensive and well-equipped cold-air chambers for the storage of raw and dressed skins in bales, cases and other packages, and for the storage of frozen fish, the latter being an interest of London office. In these storage rooms the temperature is kept so low that the men working there must wear blanket coats. Top left shows "Labdor" salmon being unpacked still as hard as when it was first frozen on the "Blue Peter" off the Labrador (see March "Beaver"). Top right and immediately below are shown other stages in the storage of fish. Centre left: Bales of fur safe from risk of damage by moth, worm, vermin, overheating, etc., lie in one of the large vaults. Lower right, The spick and span Beaver Hall refrigeration plant which produces Arctic conditions in the heart of London.

The Eskimo Dogs of the Eastern Arctic

By S. HADWEN, D.V.Sc., F.R.S.C.
Ontario Research Foundation



The Chore Dog

The Last of Two Articles on the Eskimo Dog by Dr. Hadwen, Parasitologist of the Ontario Research Foundation. Last Year Dr. Hadwen Was in the Eastern Arctic and Has Had Previous Experience with Dogs in the Western Arctic and in Alaska.

Sanitation—If one regards Eskimo dogs as animals which have survived and multiplied in the North through their fitness and ability to withstand the rigours of the climate and, moreover, do hard work, then it must be admitted that they are a fine race of dogs and are in no danger of extinction. One must be cautious, therefore, in recommending anything which will upset this happy state of affairs. It must be remembered that the dogs are never housed and that they are seldom tied except when at work; so, with reference to the native owned animals, there are no places such as pens or yards to clean up and disinfect. The natives themselves are constantly moving from one camping ground to another, the result being that there are large areas round the camps and about the missions and posts which become temporarily polluted with feces and debris of all sorts. The collection and disposal of all this obvious filth is, of course, something which should be attended to whenever necessary; but this will not stop the spread of an infectious disease if it is present. Epizootics sometimes decimate the dogs in the North and spread from one district to another, generally through the agency of infected dog teams. For instance, last year, in the vicinity of Churchill, Manitoba, the dogs died of distemper, and the infection reached Chesterfield Inlet. During this epidemic twenty-six dogs from Southampton Island were driven to Chesterfield. Soon after arrival they were attacked by the disease and twenty-one died. The five remaining dogs were driven back to Southampton Island and carried infection to all the dogs in that place, resulting in the loss of about one hundred and fifty animals.

The obvious action to take, if such a thing occurred again, would be to slaughter the remainder of the teams, or to isolate the animals. Isolation of dogs in most places would be impossible as long as all the local dogs are loose, and if enclosures were erected for such a purpose they would have to be double fenced. In reindeer countries sled dogs must be tied up at all times owing to the damage they do to the herds. In other places also where the dogs are likely to attack people they must be under control; but in the eastern Arctic, where the dogs move from one camping ground to another, it is rather a different matter and more difficult to enforce. One point to consider is that as soon as animals are tied up permanently their surroundings must be kept clean and exercise should be provided. If animals are kept in enclosures the parasites mentioned above will have to be considered, as they increase when animals are concentrated in one place.

The mortality in the outbreak in Southampton could have been materially reduced if the local dog teams had been scattered and sent away from the infected area, but at the time of our visit the rotting carcasses of dead dogs were seen in and near the settlement buildings, so that all the animals in the place were thoroughly exposed to infection.

In concluding this section, it would seem advisable to issue instructions to the natives that, in the event of dogs dying in any district, the animals which have been in contact with them be kept away from other dogs. In the Southampton incident, if the driver, when he returned with the small remnant of his team, had known of the danger these animals were to other dogs, he would have stopped at some distance from Southampton and gone for help to bring in his load. The five dogs should have been killed and harness and other infected material left behind to be disinfected or destroyed.

No doubt all rules and regulations will be forgotten at times during storms and such like, but the spread of animal diseases is nearly always caused by the introduction of foreign animals. Whenever a strange dog team arrives in a community it should be the duty of someone to ascertain immediately if the dogs are healthy and whether there has been sickness in the place they came from.

Disinfection—In cold weather liquid disinfectants cannot be used in the Arctic except on articles which may be carried indoors where water is available. Wounds may be rubbed over with a glycerine lysol solution; dusting powders may also be used. For sore feet the writer has recommended zinc and lead lotion, into which the feet may be dipped whenever warm water is available in which to dissolve the powders.

Disposal of Carcasses and Refuse—The only method which appears at all practical would be the erection of stone middens into which refuse might be thrown. During the war Dr. Graham Smith at Cambridge found that entire carcasses of horses might be kept comparatively odorless if a small quantity of creosote oil was sprayed on them. Crude oil might be used instead, as it renders meat inedible and prevents maggots. Since the ground is frozen most of the year and no fuel available, it would seem that the use of stone middens, or else covering the carcasses with heavy stones which animals could not lift, are the only easy solutions to this problem. In summer refuse may be dumped out at sea if the material is carried out far enough.

As regards the cleansing of fenced-in yards for the elimination of worms, ordinary sea water poured on the ground will keep down hookworms and other parasites. It will also kill the growth of grass in the yards which prevents proper cleansing of the ground.

Parasites—Tapeworms—In the western Arctic tapeworms are common and are very troublesome. Dogs acquire the different species from eating raw caribou or reindeer meat. Fish tapeworms are obtained principally from eating pike. In the eastern Arctic, where walrus and seal meat are fed almost exclusively, tapeworms appear to be uncommon. No signs of tapeworms were seen during the trip and dog men do not appear to have noticed them. It is probable that on the western side of Hudson Bay and in Ungava where caribou are plentiful, dogs will harbour numerous tapeworms. Arecoline is a tapeworm remedy which is easy to give and very effective.

Sanitary measures are useless in the prevention of tapeworms, but cooking the meat renders it perfectly safe. Fortunately the distribution of the caribou and also of fish, such as pike, corresponds fairly well with timbered areas, so that fuel for cooking is usually available. In the eastern Arctic cooking dog food is impossible owing to the high cost of fuel.

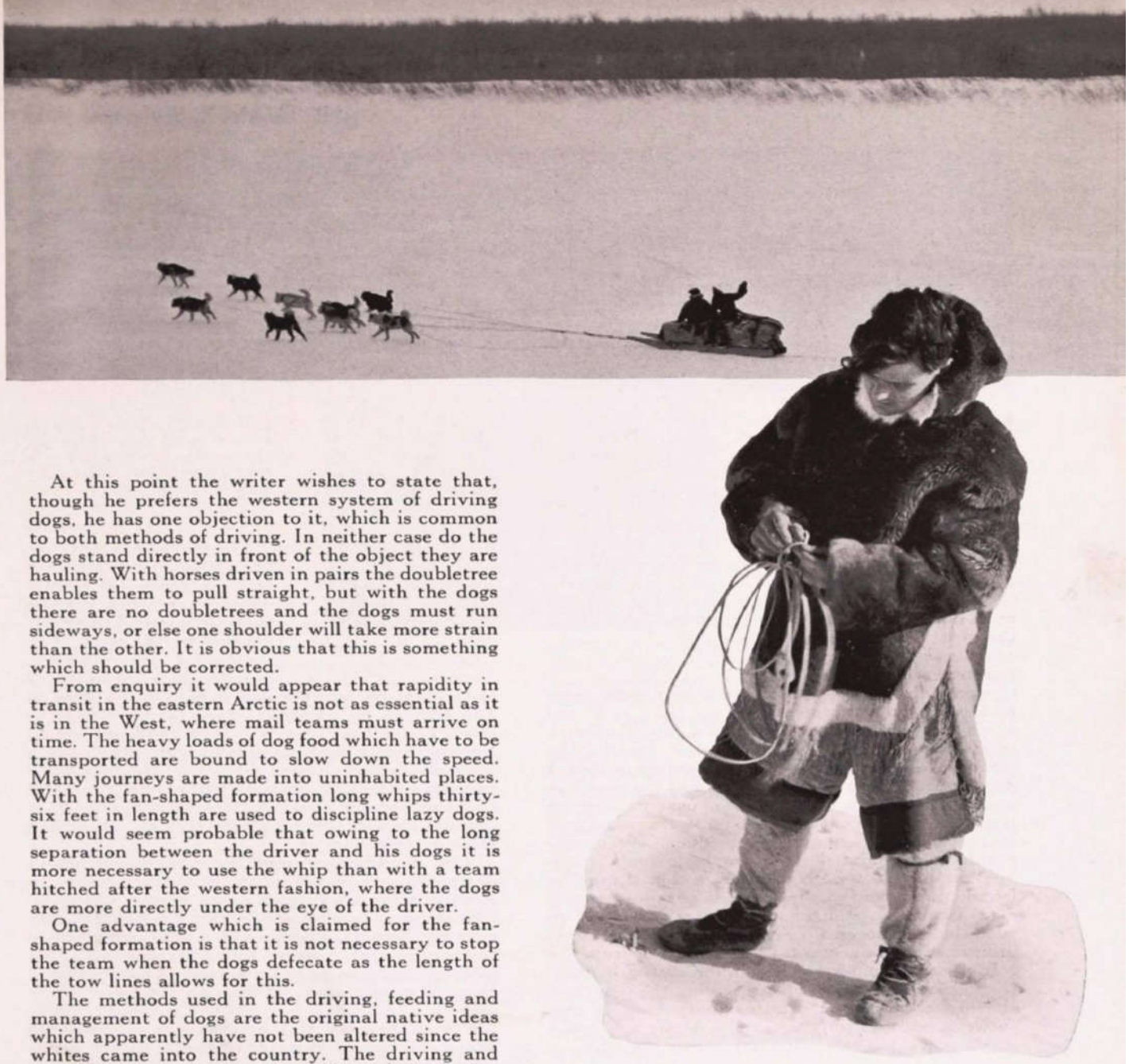
Hookworms—These worms are bad parasites and cause severe anaemia and unthriftiness in young dogs. They occur also in the western Arctic. Medicinal treatment is indicated in all cases with tetrachlorethylene or oil of chenopodium.

Roundworms—These are very detrimental to puppies. As they acquire these worms at a very early age, and may even do so before birth, it is advisable to dose brood bitches with vermifuges some time before the birth of the pups. Sanitary measures will prevent both roundworms and hookworms.

Coccidiosis—These are egg-shaped parasites which live in the intestines and liver. They were found in two samples of dog feces and are transmitted from one animal to another through the feces. Prevention through sanitation is recommended.

Driving Dogs—The dogs are driven in fan-shaped formation hitched by long rawhide lines to a bridle or ring which is about twenty feet from the bow of the sled. The lead dog may be pulling fifty or sixty feet in front of it. It has been learned from those who understand mechanics that the distance a dog is pulling away from the sled will make little difference to his working efficiency if the tow line is not heavy*. Dogs pulling in a straight line will work better, therefore the fan-shaped arrangement places them at a disadvantage as far as effective work is concerned.

*This refers to dogs pulling on the level, but on rough or hilly ground they may be pulling at a great disadvantage.



A workman-like dog driving outfit at the Moose Factory post of the Hudson's Bay Company, and, in the background, a team in action using the fan-shaped formation. The number of dogs is small, the usual number being fifteen.

At this point the writer wishes to state that, though he prefers the western system of driving dogs, he has one objection to it, which is common to both methods of driving. In neither case do the dogs stand directly in front of the object they are hauling. With horses driven in pairs the doubletree enables them to pull straight, but with the dogs there are no doubletrees and the dogs must run sideways, or else one shoulder will take more strain than the other. It is obvious that this is something which should be corrected.

From enquiry it would appear that rapidity in transit in the eastern Arctic is not as essential as it is in the West, where mail teams must arrive on time. The heavy loads of dog food which have to be transported are bound to slow down the speed. Many journeys are made into uninhabited places. With the fan-shaped formation long whips thirty-six feet in length are used to discipline lazy dogs. It would seem probable that owing to the long separation between the driver and his dogs it is more necessary to use the whip than with a team hitched after the western fashion, where the dogs are more directly under the eye of the driver.

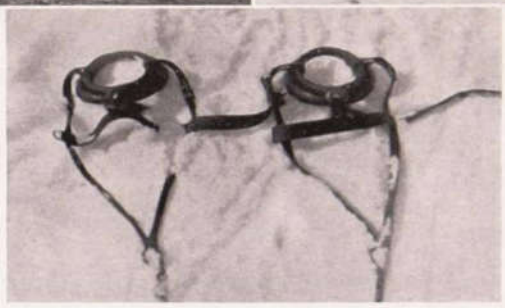
One advantage which is claimed for the fan-shaped formation is that it is not necessary to stop the team when the dogs defecate as the length of the tow lines allows for this.

The methods used in the driving, feeding and management of dogs are the original native ideas which apparently have not been altered since the whites came into the country. The driving and management of the team is still largely in native hands, and as the system works well it should be left alone until such time as better methods can be shown to the natives by actual demonstration. One important difference in the eastern Arctic is that bitches are found in all the teams and in some cases are used as leaders. The reason for this is simple: It is because the natives have no permanent villages and all their belongings are moved from place to place. In the West it is rare to find a bitch working in a team. Despite the differences between East and West it was learned that distances of thirty miles or more are usually covered in a day's travel, which is quite good if it is kept up consistently for several days at a stretch.

It should be pointed out that in the western Arctic the fan-shaped formation was used long ago, but by degrees the native has adopted the white man's inventions. In Labrador, also, judging from a recent article, some dog teams at least are hitched and driven as they are in the western Arctic.

Dog Harness—The Eskimo style of harness is entirely different from that used in the wooded areas of the North. Though the writer has only observed dogs pulling in this harness once, he believes it is the most simple and practical kind he has seen. On this occasion he saw nine dogs hauling 1,350 pounds for a short distance on a sled which was on bare gravelly ground. This shows what the dogs can do on occasion. The harness is in the form

Top left: 18 foot sled at Pangnirtung, Baffin Island, the popular style in the Eastern Arctic. In contrast on the right, the type of sled used in Alaska. The sled is built of hardwood for use on sea ice and weighs about 80 pounds. The distance between runners is twenty-four inches. Below: The Siberian style of harness.

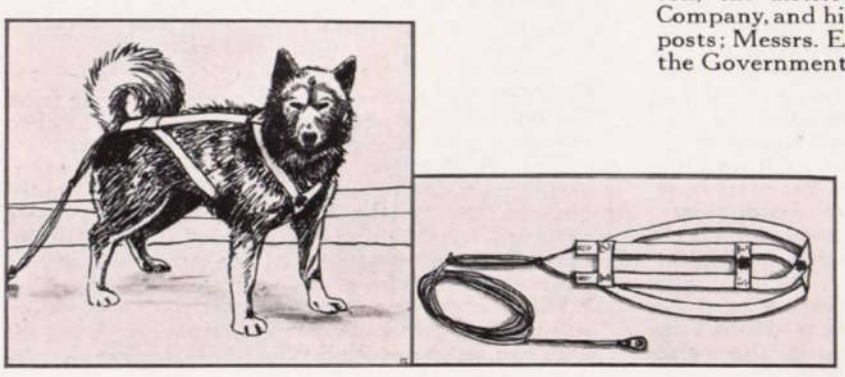


of a sling made of raw seal hide or webbing. It has a triangular opening for the head to pass through, the apex being on the front of the chest where the straps cross over and pass between the front legs. It is suspended on the top of the neck by a cross-piece and over the loins also. Further back near the rump the harness is attached to a raw-hide trace which may be thirty feet or more in length. The main advantage in this type of harness is that it does not compress the blood vessels of the neck like an ill fitting collar, nor does it appear to press on the chest too much laterally. The strain comes just where it should against the shoulder. The photographs show how the harness fits. Another advantage in this style of harness is that it may be left on the dogs for long periods without causing any discomfort, and the animals are often tied up with their harness on. In measuring a dog for a set of harness, the natives take the distance from the top of the shoulder to the middle of the brisket; this measurement is doubled, giving the length of the harness required. The ordinary form of dog collar is not used in the eastern Arctic and not a single dog chain was observed during the trip.

Sleds — The sleds are very long affairs, eighteen feet or more in length. They have wide runners shod with iron. Long sleds are said to ride easier than short ones over rough ice. Usually there are no standards at the back of the sled to help in the steering and there is no provision made for the driver to stand at the back. Steering from the front is customary if the load is heavy, and sometimes a handle is lashed on near the bow of the sled. Mud runners are built up in cold weather over the metal shoes to prevent sticking. Sacking is applied as a foundation and wet mud plastered on. It is then made smooth and iced.

The moulding of mud runners is entirely a native art and invention. In the western Arctic, to overcome the sticking qualities of iron and steel, long strips of hardwood like narrow skiis are fitted over the runners. These wooden shoes are securely fastened to the runners by bolts or wires. This method would seem to be a decided improvement over the mud runner—at least for the use of white drivers.

I wish to take this opportunity of thanking Major McKeand, director of the party; Superintendent Irvine, of the Royal Canadian Mounted Police, and other members of the force; Mr. Watson, the district manager of the Hudson's Bay Company, and his managers at the various fur trade posts; Messrs. E. F. G. White and D. Leechman, of the Government party, and others who gave information about the dogs, and for courtesies extended during the trip. Dr. J. A. Campbell, of Toronto, has kindly read and approved of the standard for Eskimo dogs.



Type of native made dog harness used by the Eastern Eskimos.

European Journey In Search of Merchandise

By
H. M. BREWER
London Buying Office

For Generations in Various Towns and Districts of Europe Craftsmen Have Been Manufacturing Their Own Distinctive Wares. To These Centres Go Buyers from Each of Our Stores and, With Assistance of Our European Buying Offices, Select Merchandise for the Shoppers of the West.

FEW of us, I imagine, honestly enjoyed studying geography while at school, but then it was handled wrongly. There is nothing interesting in the dreary repetition of mountains, rivers and capes. If we could have had the opportunity, however, of looking round a large departmental store, such as those of the H B C in Canada, studying the variety of merchandise displayed, and then tracing back the various articles to the sources from which they had been drawn, the result would have been an absorbing and instructive survey of practically the whole world that would not have failed to capture our imagination. Even now, I think, you would find much of interest in such a quest; which is the excuse for the present article. To do it completely would be a colossal task, and a trip around Europe will probably be sufficient to give some indication of the infinite ramifications of departmental store buying today.

Great Britain would naturally be our starting point. Almost every department in the store draws part of its supplies from these islands, and the variety of products is so enormous, and the markets so scattered throughout the country, that the wanderings of H. V. Morton or Priestley's "English Journey" would be half-day excursions compared to the ground that would have to be covered to see them all. Many of the larger markets are common knowledge: The dress goods departments, for instance, in the early spring will be gay with attractive cotton fabrics for summer wear that have been designed and woven in the Lancashire mills—the home of Gracie Fields and the "Lancashire Lassie," although her shawl and clopperty clogs are fast giving way to permanent waves and high-heeled shoes. Fascinating woollens also from the west "riding" or west "third" of Yorkshire, woven by the descendants of the old hand-weavers who have worked there for centuries—they have no equal in the world. A wonderful country this, which while contributing so largely to the industrial life of England, can still boast some of her most beautiful scenery in its glorious green dales, is redolent of history with the ruins of over thirty old monasteries, and at York has one of the finest cathedrals the world can shew. Around Dewsbury in this district you could see, on the drying frames, the Hudson's Bay Company Point Blankets—that fine old product that is almost a part of the history of Canada and of recent years has further increased its popularity by the introduction of pastel shades. The blankets have a reputation for being impervious to cold and even to moisture for a period, and this is perhaps better understood when it is realized that a blanket 72 inches wide is woven no less than 120 inches and shrunk or "felted," as it is termed, to its finished width. No wonder they never wear out! Leeds, also in Yorkshire, is a flourishing centre for the clothing industry, and we draw large supplies from there.

The grime and smoke that hangs in a pall over Arnold Bennett's famous "five towns," Hanley and district, is belched from the kilns that contribute the fine tableware displayed in our pottery section. Recent tariff changes have brought considerable business to the English potteries at the expense of the French factories at Limoges and the German factories. The sight of the men in the sheds running unconcernedly from place to place with a two-foot pile of plates perched precariously on their heads, apparently held in place by mere faith, has a breath taking fascination for the layman. It is rather staggering, too, to realize that an ordinary cup and saucer, purchased for a few cents, has been handled no fewer than one hundred and sixteen times in the course of manufacture. The healthy smell of tanning that tickles the nostrils as you journey through Northampton, Kettering, Rushden and kindred towns comes from the leather that you'll find later in the distinctive English footwear in the shoe departments. The orange glow in the evening sky over the blast-furnaces in South Staffordshire is the halo of the

AN HOUR'S SHOPPING
IN A COMPANY DEPARTMENT STORE
PRODUCES
32 DIFFERENT KINDS OF MERCHANDISE
FROM
30 EUROPEAN TOWNS
BUYING ORGANIZATIONS ARE MAINTAINED BY THE COMPANY IN LONDON, PARIS AND BERLIN
BERGEN
LEITH
BELFAST
DEWSBURY
SHEFFIELD
ETRURIA
LEICESTER
NORTHAMPTON
REDDITCH
LONDON
ROTTERDAM
BRANDENBURG
BRUSSELS
DRESDEN
SONNEBERG
GABLONZ
PRAGUE
PARIS
NURNBERG
ZLIN
ASTRAKHAN
VIENNA
BUDAPEST
LANGNAU
GRENOBLE
FLORENCE
MADRID
LARISSA
PALERMO

steel that will be forged for the famous Sheffield cutlery and Birmingham domestic hardware that delights the housewife. Nottingham, famed for its pretty girls, perhaps needs no other justification for its existence, but nevertheless contributes some of the finest of laces, curtains, nets and hosiery. Thousands upon thousands of pairs of men's half hose, wool gloves, and fine strong wool underwear have come from Leicester and its district. At Stourbridge, in Worcester, has been made for centuries past some of the finest of English glassware. If you were to walk through one of the factories, and remembering your own efforts with toy balloons, you would probably not enjoy the glass-blower working continually in front of an open furnace with his cheeks almost permanently distended in one long puff. It hardly recommends itself as a healthy occupation, yet strangely enough it is. They drink to a very large extent, chiefly water, and are splendid advertisements for the "eight pints a day" doctrine.

The vast metropolis of London sends literally thousands of varying products. There has been, of recent years, a steady migration of the smaller industries to the south of England, the necessity for handy fuel that originally took so many north being easily met as a result of the increase in electric power. All round the outer fringe of London are numerous factories that make everything from electric clocks to knitwear and leather handbags to heavy machinery, while she leads the world for men's fashions.

It is, however, the smaller industries that have special interest for us perhaps, industries that have flourished in the more rural districts of England for hundreds of years. Worcester, a fine old county town dating back to the earliest occupation of Britain and that saw the final defeat of Charles II by Cromwell, contributes fine strong hand-sewn gloves. Yeovil too, in sleepy "Zomerzet," is almost entirely occupied in glove making, while Bridport, another ancient town in the same county, produces linens and twines by the mile, fishing nets and tennis nets.

Away up in bonnie Scotland, from Kilmarnock, Stewarton, Hawick (which is "Hoick" if you come from over the border) and Ayr comes the fine knitwear in our sportswear departments. From Aberdeen, or perhaps picturesque Edinburgh, comes your stationery. Elgin, further north, within a few miles of Lossiemouth, favourite haunt of Mr. Ramsay MacDonald, contributes the warm wool mufflers and Alloa soft baby shawls you'll see in the kiddies' departments. From Glasgow and the Clyde district (where the *Queen Mary*, Great Britain's latest and greatest bid for the blue riband of the Atlantic, has recently been launched) come Axminster carpets, Madras muslins, curtains and books, while the Ayr valley contributes further supplies of curtains and nets. Belfast in Northern Ireland is well known as the centre of the linen industry, but fewer people probably know of a flourishing linen trade in Scotland around Dunfermline on the Firth of Forth.

If we are to get around Europe, however, we must leave the remainder of Great Britain and move on to France. Perhaps we land at Calais, and straightway we are in another famous lace market. On to Paris. In the difficult times that France is experiencing she has lost much of her former gaiety, but there is still a thrill in the first sight of this fine city and a wealth of interest in her historic and wonderful buildings. Fashion and all the expensive and short-lived luxuries that this goddess brings in her train is the contribution that Paris makes—wonderful gowns, hats, lingerie, everything essentially feminine. So fickle too are the moods of Fashion and so quick the changes, that the stores must maintain in Paris a branch office that can watch and follow every move so as to give even the Far West of Canada the fashion of the hour. From the earliest days fine silks have been woven in France, and from Lyons today, which is probably the largest silk centre in the world, come many of the lovely silk fabrics to be found in the stores. Grenoble, a little town away in the south, almost on the borders of Italy, cradled in majestic mountains that make it a place of infinite beauty, could only send something dainty, kid gloves—beautiful creations in fine leathers that stand unchallenged throughout the world for their quality.

Spain today, racked with revolution and civil war, is comparatively unimportant as regards her trade, but she still sends quite a large proportion of the fruit you probably bought in the stores for the Christmas puddings. In the romances of our boyhood, how often was the early morning stillness broken by the ring of steel on steel as the hero, armed with a Toledo blade, despatched four or five desperate villains without losing so much as his smile. The demand for rapiers has slumped considerably—I doubt if the Bay has sold one for years—but Toledo still sends blades, and they will dispose of the most obstinate beard as easily as their forerunners disposed of heads.

Switzerland has long been the playground of Europe; but the provision of ski-ing slopes and the Cresta run are not her only activities. Just how the natives manage to keep their fingers sufficiently warm to do such delicate work as watch-making is not quite clear, but the work is done very efficiently at Zurich and Berne. Fine embroidered handkerchiefs, curtains and panels from St. Gall are other contributions from this attractive little country. Much of the embroidery is hand-worked by the cottagers in their own homes, and an amusing difficulty always arises when the annual harvesting begins—the embroidery can wait, the harvesting cannot, and so the manufacturer, the store and the customer can whistle for their goods until the harvesting is done.

The orthodox picture of a Dutchman shews his only activity as exhibiting a large sartorial patch to the world and smoking a pipe, but he does work in reality. Some most attractive furnishing fabrics sold in the stores are woven in Holland, but garden bulbs and plants are probably her most interesting contribution. For sheer beauty of colour few journeys could compare with a slow drift down the Dutch canals when her tulip fields are in bloom —acre upon acre of riotous colour.

Belgium, though small and devastated as she was during the war, is still an active little country.

So far as the stores are concerned, the principal export is probably glassware. For the cheaper trade in the ordinary common household tumbler, Charleroi and its surrounding districts have practically a monopoly. Brussels, too, is quite important for knitwear, leather gloves and art needlework, and Courtrue for tapestries and furnishing fabrics.

As Switzerland has long been the Mecca of the sports enthusiast, so the artist is drawn irresistibly to Italy, where modern painting was born and cradled. It is a country of contrasts. Just as modernistic concrete buildings jostle the ruins of the home of the Caesars, so modern industry, brought to a very high standard, marches side by side with old peasant industries that have not changed in centuries. A quantity of this work can be bought at the Bay, hand thrown pottery for instance. Few industries probably have changed so little as this. The potter, working his clay when the Romans first invaded Britain two thousand years ago, could be born again and resume his labours with hardly a change of technique. Peasant hand-worked linens and beautifully tooled and coloured leather work from Florence give evidence that the Italian is still an artist and that a city which boasts some of the finest art galleries in Europe is not merely a museum.

In Germany today conditions are very difficult. She is experiencing extremely hard times; nevertheless her markets, after those of Great Britain, are the most important in Europe, and the stores maintain there quite a large branch organization. Frankfort, an historic city, birthplace of Goethe, probably Germany's greatest poet, Gutenberg, who introduced the first printing press, and the Rothschilds, whose name is now a household word, is a great centre for novelties, and your enamelled powder compact, fancy clock or leather handbag was quite possibly made there. From Chemnitz in Saxony, the Manchester of Germany, and from several smaller towns further south, Burgslnelt and Goeppersdorf for instance, come fabric gloves furnishing fabrics. It is interesting that, although so much cotton is woven in this district, the majority of the yarn used is spun in England. Have you ever been in the store when two hundred canaries are singing together? Their cages are not covered with labels, but they have a very good journey to their credit. Bred in twos and threes by the cottagers away down in the forests on the slopes of the Hartz mountains, they are collected by merchants, caged and despatched on their long journey up to Hamburg. There they are shipped, usually through one of the Canadian express companies, in the care of the butcher. Why he, of all people, should be detailed for this duty it is hard to say. An amusing letter received in the London office from one of these bird fanciers concluded with the remark, "Engaged with predilection to your commands." Further south, from Schwenningen in the beautiful Black Forest region, come clocks. It was around here that the cuckoo clock was first evolved and is still produced in enormous quantities, together with all manner of wooden wall and kitchen clocks. Toys have long been associated with Germany, and she is still pre-eminent in this industry. The centre is Nurnberg, one of the quaintest and best preserved of mediaeval towns in Europe, with narrow twisting streets and gabled houses. The factories, most of them comparatively small, are scattered around in all the nearby villages, and it seems strange that so many of the ingenious toys that you buy should have been designed and manufactured in this old-world centre. Dresden, in Saxony, has given its name to a distinctive type of delicate china figure, but actually the majority of this china is made at Meissen, some miles further up the river Elbe. Rudolstadt, Coburg, Oeslau and a number of other towns in Thuringen and Bavaria also send supplies of crockery and chinaware. Pforzheim sends fascinating imitation jewellery; Offenback, leather goods; Schinalkalden, tools; Plauen, laces; and Berlin, like London, nearly everything in the way of small fancy goods. This does not nearly exhaust Germany's manufactures, but we must continue our journey on into Czecho Slovakia.

Carlsbad has been famous as a medicinal spa since 1347, when it was first founded, and has been one of the most popular in Europe. The chief interest of the district for us, however, is the large china and glass factories. In conjunction with Haida and Prague, it contributes enormous quantities of cheap pressed glassware. Gablonz, too, has an extensive trade in imitation jewellery, buttons and buckles. Your dimante clasp or hat ornament probably started its career here.

This country also can boast what is probably the most complete "one man town" in the world. At the little town of Zlin, Bata built up a wonderful organization for the manufacture of cheap rubber footwear, and he very nearly cornered the market. He owned everything in the town—houses, shops, cinemas, banks. It was his boast that, after paying out his wages at the week end, he had got all the money back before the next pay-day. He himself was killed some year or so ago in an aeroplane accident, but the organization still goes on, and its manufactures for our stores and for the whole world. Almost as large a combination of factories, most of them in Czecho, also produces a large proportion of the sandals and light summer footwear displayed.

On to Austria, and the Gay Vienna of Johann Strauss and his tuneful waltzes. Today she is far from the light-hearted care-free town of the musical romances and has suffered considerably in the general unrest that is troubling Europe today. She still sends us, however, some fine knitwear, stationery and general fancy and novelty goods. Vienna has, too, a definite reputation for style, and many of her ideas and creations are taken as patterns and later produced elsewhere.

We could go on into Poland, Hungary, Soviet Russia, to Syria, Persia and over the frontier to India—they all make their contribution—but your mind is probably reeling from an overdose of geography. Even now we have only touched on a few of the more important centres, and there is a host of others.

I hope, however, that some of the information given may evoke an added interest for you on your next walk through the Company's store.

Chief Trader Charles Philip Gaudet

By J. L. GAUDET
Pensioner, Montreal

An Enviable Record Is That of the Gaudet Family. Chief Trader Gaudet Began His Service in the Hudson's Bay Company in 1852 And Retired in 1911, Leaving Four Sons, All in the Service.

CHIEF Trader C. P. Gaudet was born in Montreal on 1st May 1828 and entered the employ of the Hudson's Bay Company exactly twenty-four years later, signing his first contract at Lachine, P.Q. A few days later he left for the Northwest Territories in a birch-bark canoe manned by Iroquois Indians. He travelled the whole way to Norway House by canoe, and from there to Fort Resolution on Great Slave lake by York boat.

Chief Factor McMurray was in charge of Fort Resolution at the time C. P. Gaudet began his apprenticeship there, and at the end of his first year he was sent to the north arm of Great Slave lake to trade meat and tallow. He made such a successful trip that he was sent back to open a trading post there, which was given the name of Fort Rae and turned out to be one of the best trading posts in the district. Plentiful supplies of meat were obtainable there and for years it supplied the food for the York boat transport up and down the river.

In 1854 he was transferred to Fort Yukon on the Yukon river, which then was the most northerly post of the Hudson's Bay Company. There he was assistant to Chief Factor James Hardisty.

In 1856 he was again transferred, this time to Fort McPherson on the Peel river, where John Pearce, the manager, was ill. When Pearce died, Gaudet was appointed manager in his stead. In those days all the freight for Fort Yukon was transported by dog team to La Pierre House one year in advance.

The next move was to take charge of Fort Good Hope, where he went in 1862 to replace Chief Factor Roderick MacFarlane, who was to open up Fort Anderson on the Anderson river emptying into Anderson bay on the Arctic coast. He remained in charge of Good Hope until his retirement in 1911, except for three periods of a year each, one of which was his furlough in 1867, then in 1885 he had temporary charge of the Mackenzie River district during the absence on furlough of Chief Factor Camsell, and in 1887 he was called to attend the Commissioned Officers' Council in Winnipeg under Fur Trade Commissioner Wrigley.

It is generally said that Chief Trader Gaudet was the best type of fur trader—always genial with the trappers and commanding their respect by his extraordinary physique. He was reputed to be the best dog driver of his day, and was a hardy traveller. An experienced transport manager, he was always given command of boat brigades. Joe Hodgson, who served under Gaudet, told me of an incident when a boat of which Gaudet was in charge stuck on the rocks when going through a rapid. All the hands were in the river trying to lift the boat off the rock except one, and he was a novice making his first trip. The guide and the steersman had ordered him out of the boat to help, but he still sat there afraid of the water. C. P. Gaudet watched for a few moments, then taking up a long pole he lifted it high in the air and brought it down smack on the gunwale of the boat close to the novice. At the same time he said in Slavey Indian "Thoo manantla," which means "get in the water." The novice got the scaring of his life and jumped into the water so quickly that he fell, much to the amusement of all.

In 1890, when Mr. Scot Simpson was in charge of the transport at Grand Rapids on the Athabasca river, the men mutinied, refusing to make the last trip from Fort McMurray to the island at Grand Rapids. This held up the steamer *Graham*, as well as the S.S. *Wrigley*, on the Mackenzie river. C. P. Gaudet, who was at his post at Fort Good Hope, was sent for to handle the mutineers. Immediately he set out for Fort McMurray, and two hours after his arrival there the scows were being tracked up the river. This was his last trip with the transport.

Loyal in the extreme to the Hudson's Bay Company, C. P. Gaudet would not allow his sons to do anything save serve the Company faithfully, as he himself had done. Any suggestion that some occupation other than fur trading might be followed was squashed at once.

As a result of this loyalty to the Company we of the Gaudet family are proud of our record. Chief Trader C. P. Gaudet served the Honourable Company for fifty-nine years; his son, Fred. C. served for forty-one years; and three other sons, John P. P., C. Tim and J. Leon, did sixteen years, thirty-seven years and thirty-seven years, J. L. being compelled to retire for his health. A total of one hundred and ninety years of service to the Honourable Hudson's Bay Company by one family in two generations. Is this a record?

The present Colin Fraser with his father's pipes.

Piper to Sir George

Biographical Notes on the Piper Whom Destiny Lifted from the Obscurity of the Scottish Highlands to Give Him a Place in Canadian History Books and to Paint Him as a Central Figure on Innumerable Canvases with Sir George Simpson, Famous Governor of the H B C

SIR George Simpson's travels by express canoe to inspect the widely scattered establishments of the Company is an oft told story, and the picture of dignified ceremony, with Sir George, in his top hat, cloak and gaiters, approaching a post preceded by his piper, is well known to most Canadians.

A few months ago an eastern paper printed a despatch from Fort Chipewyan which, in dealing with the eighty-fourth birthday of one Colin Fraser, gave a badly garbled account of his connections with Simon Fraser, the explorer, and "Simon" Fraser, piper to Sir George Simpson.

Sir George Simpson's piper was Colin Fraser, father of the Colin Fraser who recently celebrated his eighty-fourth birthday at Chipewyan. The piper and explorer certainly were not brothers, and probably were not even related to each other.

An enquiry in the above connection produced from our archives department in London the following entertaining biographical notes on the piper, which we print believing they will be of interest to many readers of *The Beaver:*

"Governor George Simpson made a request in 1826 for a piper to be sent to Hudson Bay and early in 1827 the Company in London instructed J. Rae, their agent in Stromness, to engage one for the service. As will be seen from the following extracts, it was Mr. George Simpson, senior, the father of the Governor, who engaged Colin Fraser:

"'. . . I had a letter on the 26th Instt. from Mr. Simpson of Ullapool stating that on the day he received your letter he had met with a young Man of the name of Colin Fraser fully qualified for a Piper whom he had engaged at £30 p annm and that he would be at Stromness about the 1st. June —he will get some supplies from Mr. Simpson before he leaves Ullapool which will be advised you in due time—it will therefore be requisite to keep him within due bounds on his reaching you, to prevent him going out too much in advance . . .'—*H.B.C. to J. Rae, 4th April, 1827. (H.B.C. Arch. A. 5/8).*"

"'. . . You may make out a regular Contract for Colin Fraser the piper when he arrives at Stromness and advance him a little money, care must however be taken that he does not get from Mr. Simpson and your goodself more than from £15. to £20. at the utmost . . .'—*H.B.C. to J. Rae, 25th April, 1827. (H.B.C. Arch. A. 5/8).*"

"'. . . I have lately a letter from our friend Governor Simpson in which he mentions it will be requisite for the Piper he expects to be engaged for him to go to York instead of Moose Factory. I have therefore to request you will put him on board the *Prince of Wales* when she arrives at Stromness . . .'—*H.B.C. to J. Rae, 4th May, 1827. (H.B.C. Arch. A. 5/8).*"

"'I beg to acquaint you that I have recently received a letter from your worthy Son in which he mentions that he wishes the Piper that might be engaged for the Company to be sent to York Factory to winter there and obtain a little insight of the Service prior to his the Governor's arrival in Spring 1828. The Ships will sail from Gravesend the 2d. proxo and if they have a tolerably fair Passage may be expected to reach the Orkneys by the 10th. I must therefore request you will direct Colin Fraser to start from your neighbourhood in sufficient time to be at Stromness by the latter date, he need not take a large stock of clothing with him (what he does should be stout and warm calculated to protect him from the cold) as he can be supplied on moderate terms with proper necessaries from the Company's Stores, it will be necessary to transmit an account of his advances with him to York factory, you will therefore advise Mr. Rae the amount you may pay, and should he require a small supply at Stromness, Mr. R. has been instructed to let him have it . . .'—*H.B.C. to*

George Simpson, Senior, 10th May, 1827. (H.B.C. Arch. A. 5/8, P. 195)."

"Colin Fraser sailed to York Factory on the *Prince of Wales* (Captain John Duncan), where he arrived in August, 1827. He remained at that fort until he left on 12th July, 1828, to accompany Governor George Simpson on his journey across the continent to Fort Vancouver (now in the State of Washington, U.S.A.). A record of this journey was kept by Archibald McDonald, who also accompanied Simpson, and the following references to Colin Fraser appear in the diary:

"1828, July 13th (Sunday)—'Second day out from York Factory. . . . . we got Colin Fraser to give us a few of his favorite strathspeys on the bagpipes, that went off very well to the ear of a Highlander, but as yet makes but a poor accordance with either the pole or the paddle. This decent young man is lately from the Highlands, and on this voyage, accompanies the Governor in the double capacity of piper & assistant servant, &c.'

"July 19th (Saturday)—' . . . As we waft along under easy sail, the men with a clean change (of dress) and mounting new feathers, the Highland bagpipes in the Governor's canoe, was echoed by the bugle in mine; then these were laid aside, on nearer approach to port, to give free scope to the vocal organs of about eighteen Canadians (French) to chant one of those voyageur airs peculiar to them, and always so perfectly rendered. Our entry to Jack River House . . . (Norway House) about seven p.m., was certainly more imposing than anything hitherto seen in this part of the Indian country. Immediately on landing, His Excellency was preceded by the piper from the water to the Fort, while we were received with all welcome by Chief Trader McLeod and (Peter Warren) Dease.'

"Aug. 28th (Thursday)—At Dunvegan. Governor Simpson addressed some Indians through the medium of La Fleur, the interpreter. The journal continues: 'The frolics of old, from liquor, were in like manner alluded to, and in particular that which led to the death of an Indian at this place some years ago. They appeared much pleased with what is said to them. The sound of the bugle, the bagpipes, Highland Piper in full dress, the musical snuff box, &c., excited in them emotions of admiration and wonder.' ('Peace River. A Canoe Voyage, Hudson's Bay to Pacific by the late Sir George Simpson in 1828. Journal of the later Chief Factor Archibald McDonald (Hon. Hudson's Bay Co.) who accompanied him.'

"Simpson returned from the Columbia in the following spring and Colin Fraser was appointed a steward at York Factory for the ensuing season. During Outfit 1830-31 (1st June 1830 to 31st May 1831), Fraser served at Churchill, and during the following "outfit" (1831-32) he was transferred to the Saskatchewan district, and he is listed in the Company's books as an interpreter. He was apparently made a post master during outfit 1835-36 and appointed to the charge of Jasper House, where he remained until the end of outfit 1849-50. He was appointed to the charge of Fort Assiniboine from outfits 1850-53; appointed a post master at Edmonton during 1853-54; appointed in charge of Lesser Slave Lake from 1854-62; and appointed in charge of Lac St. Anne's from 1862-67.

"Colin Fraser was raised to the rank of clerk during outfit 1859-60, and the following extract from the Edmonton journal for 1866-67 describes his death in April, 1867:

"1867 Apl. 20—' . . . Early this morning a Messenger arrived from Lac St. Annes bringing the melancholy intelligence of the awfully sudden death of Mr. Colin Fraser, Lac St. Annes, he dropped down dead suddenly, was in perfect health at the time. He has been a faithful honest Servant to the Hudson's Bay Company for 40 years—his age is about 60. He leaves a Large Family to lament his loss, some of them yet young & several Daughters grown up unmarried.

TO SERVE VANCOUVER SHOPPERS

A consignment of eight new delivery trucks for the Company's retail store in Vancouver, where they are to replace worn-out equipment. The trucks are the outcome of much study in the office of the Company's Superintendent of Buildings, and in designing the bodies of the trucks the best features of many makes have been taken in an endeavour to produce a body which is ideal for the delivery of the varied parcels that leave the delivery department of a modern department store. The bodies were built in Winnipeg from the final plans, and, following the present trend in automobile construction, they are all-steel. The familiar Company nameplate in gold has been retained on the trucks, and a two-tone colour scheme has been adopted. The side panels are a light shade of green, while the remainder of the trucks, including fenders and headlamps, are dark green. Faster, more powerful, and having greater carrying capacity than the older models, these new trucks are a part of the constant endeavour to give better customer service.

Land and the Man

By DOUGLAS MACKAY

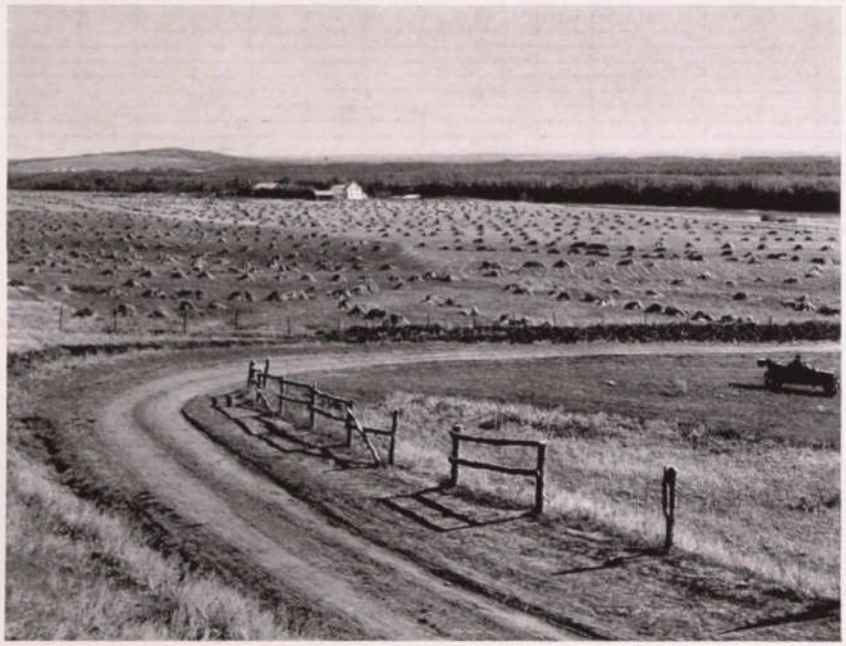
The Selling of Five Million Acres of Farm Lands Has Been Only Part of The Hudson's Bay Company Land Department Activities During the Past Sixty Years. The Company Still Owns and Pays Taxes on Approximately Two Million Acres as Well as Townsites, Business Blocks and Miscellaneous Parcels in Every Province. A Glimpse at the Work of Administering This Great Western Estate.

THIS article might have been called the "Silent Service" because every Company which spreads itself across the map in diversified activities probably has some branch which operates quietly, apart from any glare of publicity. At first the Land Department seemed to qualify for this title. Then it became clear that it was only we city dwellers who regarded the Land Department of the Hudson's Bay Company as a silent service. Throughout the farming districts of the prairie, in three provinces, H B C means *land*. Outside the West the Company may be chiefly known for its fur trade, in Western cities it is a department store business, but in the country it is the owner of farm lands.

It is the sharp division between city and country life which probably accounts for the fact that most of us in the Company's service are shockingly ignorant about the actual machinery and how it works. In our missionary-like eagerness to enlighten the multitudes about this great real estate operation, we went, in all humility, to the Land Department and spent hours there asking all manner of questions. The results of our enquiries are here. We have set down what we learned. If there is anything more you want to know you will have to ask them yourself, because we got everything we could think of. One thing is certain, you will get an answer for every question and you will come away convinced that the Land Department is made up of grand people.

First, take the Great Illusion. It is the one colossal piece of ignorance which the Land Department meets constantly throughout this country and answers with that patience which is characteristic of its whole operation. There are thousands of people living among us who believe that the Company pays no taxes on its vast farm land holdings. The common attitude is, "Well, it didn't cost you anything and you don't pay taxes." Two hundred years of toil and sweat and countless fur traders in lonely graves are only a portion of the price that was paid for this land. And as for taxes, the Company has been paying taxes on farm lands for sixty years, regularly. During depression years—this last depression was merely one of many in the land business—the taxes paid by the Land Department to hundreds of municipalities in the West were the outstanding source of revenue for the carrying on of local government and public services. It has been said that the three or four large land-holding companies were the real support of the rural districts in the lean years. The idea will not die that the Hudson's Bay Company has some special privileges and tax exemptions. So much for the Great Illusion; perhaps this paragraph may help to spike the legend.

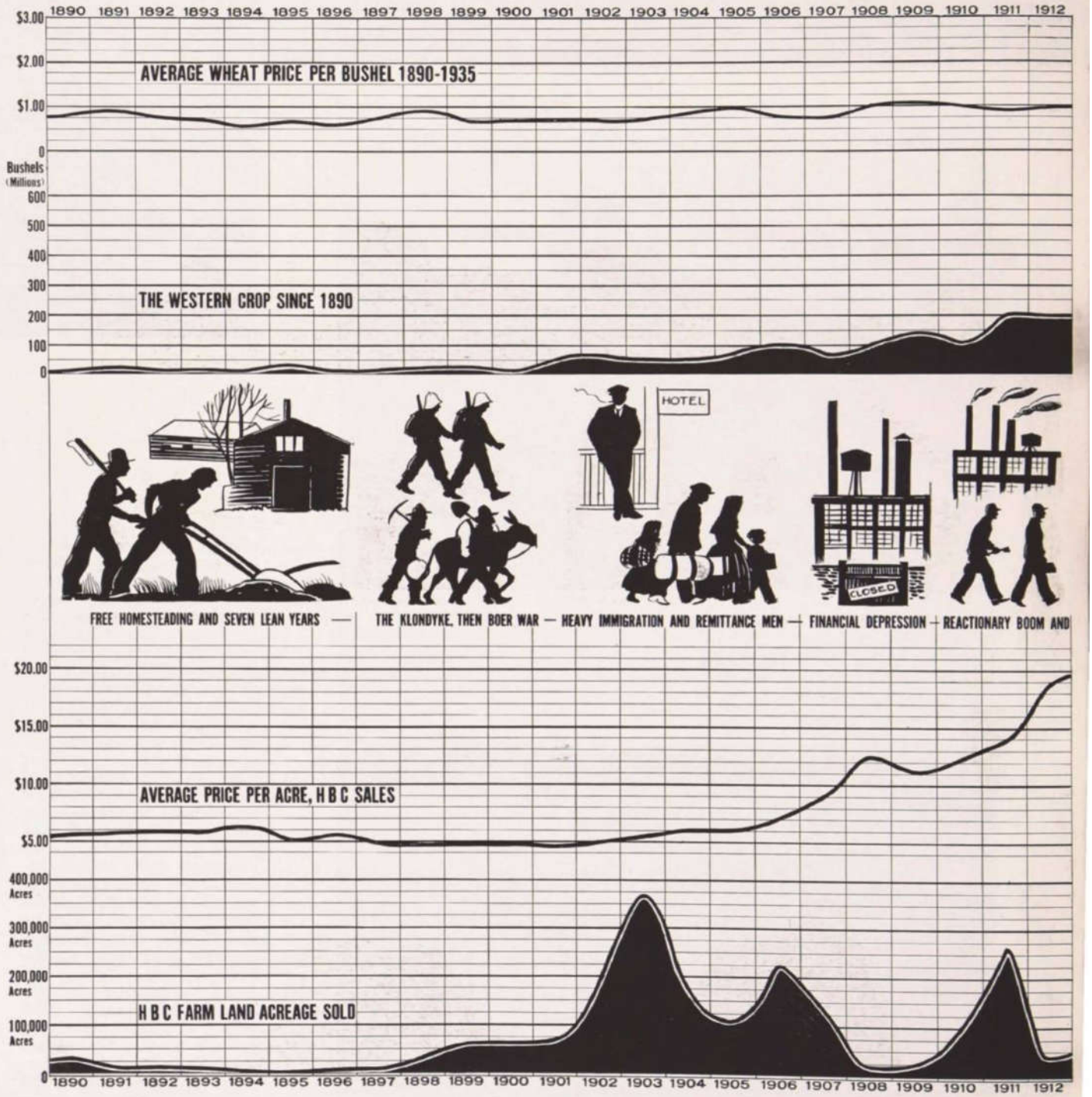
It is necessary to step back somewhat to the beginning of things. You will recall that at one time we had a title to all the land that drained into Hudson Bay. Charles II fixed that for us, and the validity of the charter he granted was unsuccessfully challenged literally hundreds of times throughout the centuries. The time for settlement came and the young and ambitious government of



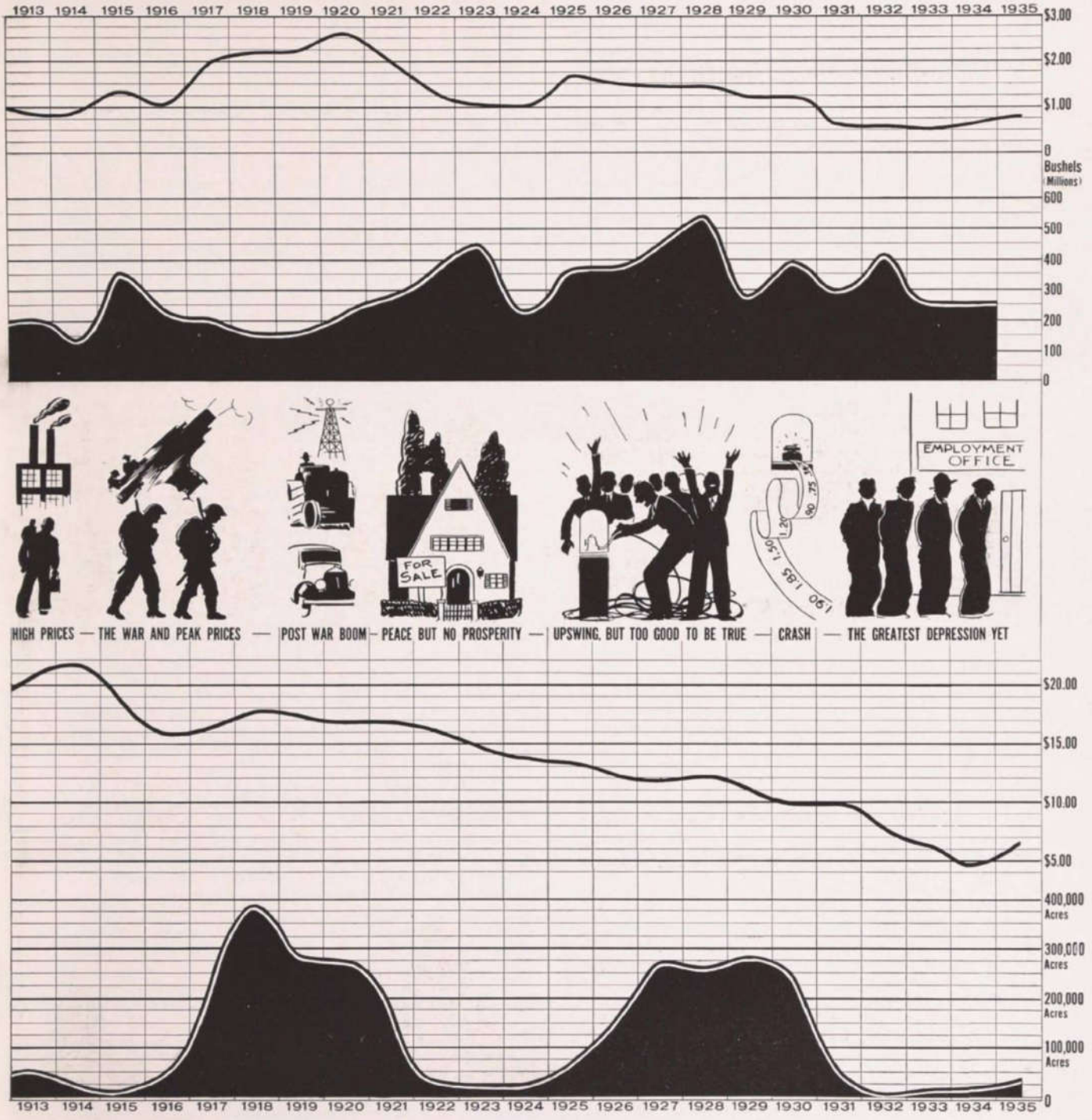
C.N.R. Photos

older Canada reached out to acquire the western land. Under the authority of a document known as the Deed of Surrender, the Hudson's Bay Company surrendered its title and all its sole rights of trade and commerce. There were, of course, compensations. Two centuries of trading, exploring and administration, together with a clear title to the millions of square miles, amount to a substantial property claim. So, for its surrender of these rights, the Company received, after long negotiations, £300,000 and retained one twentieth of the land within the "Fertile Belt." The area thus described reaches from the Lake of the Woods and Lake Winnipeg to the Rocky Mountains (900 miles) and from the north branch of the Saskatchewan river to the international boundary (350 miles). This was the price,

A GRAPHIC PRESENTATION, DRAWN FOR THE BEAVER, OF



FACTORS IN FORTY-SIX YEARS OF THE H B C LAND BUSINESS



and this was what put the Company in the land selling business.

The process of arriving at the precise twentieth was a long and arduous business (actually the final details of the transfer were not wound up until 1928). This gave the Company approximately seven million acres. The Deed of Surrender also gave the Company certain acreage of land around each of its existing fur trade posts. This amounted to 45,000 acres in all, and as the prairie and coastal trading posts grew into cities—some were already substantial towns—the Company came automatically into the possession of townsites and thus into the city real estate business.

Government surveyors spread out through the West to lay across the map with a beautiful mathematic accuracy that precise network of townships, sections and quarter sections which created the unit basis of farming and farm ownership in Western Canada. It also created the jargon of figures to describe farm land positions which is so baffling to newcomers who are unfamiliar with the system. In practice, it is simple and efficient.

To understand this jargon of figures it is necessary to visualize the Fertile Belt as a vast checker board with something like 8000 squares six miles each way. Each of these six-mile squares is a township. The southern edge of the checker board rests on the Canadian-United States border and, for convenience of reference, the board is divided north and south by meridians. The principal meridian, from which the survey started, is about twelve miles west of Winnipeg, and then approximately every 180 miles west there is another meridian. To enable one to describe precisely any one of the many township squares, a system of numbering is adopted somewhat similar to the present road map method. The squares along the International Boundary are numbered westward between meridians, and those north and south along the meridians are numbered from the boundary northward. The numbers east and west are called "range" numbers, those north and south "township" numbers. Thus, it will be seen from the diagram on the opposite page that the township in the lower right corner is Township 4, Range 1; the upper left corner, Township 7, Range 3.

Each township is divided into thirty-six sections of a square mile, which are numbered as shown in the diagram, and each section is again sub-divided into quarter sections of 160 acres. Thus, by using all these units, it is possible to spot precisely on the map any area down to a quarter section of 160 acres. For example, N.W. $\frac{1}{4}$ of Section 26 in Township 5 Range 10 west of the 2nd Meridian can be arrived at quickly on the survey maps.

By the time the Company got down to the work of land selling, it was July 1872, and the first sale made was a Winnipeg town lot to the Canadian Pacific Hotel Company. Town lots moved first because the surveys were in order first in the settlements. The farm land selling did not commence until August 1879, when a section of land near Emerson, Manitoba, to William McKechnie was entered in the books as sale No. 1.

About that time the Land Department was getting under way. It began as a branch with a chief clerk and small staff. As the volume of business rose and fell with the successive eruptions and depressions shown on our graph, the branch became a department; the late Chief Factor James Thomson was at one time Land Commissioner.

When one considers that the whole story of Western Canada since confederation has been one of agricultural settlement and development, it will be realized that the Company's experience with its land, dotted across these plains, is about as comprehensive as any in the business. Its records must tell a tale highly interesting to the economist in agricultural matters.

The Land Department today centres in Winnipeg—on the ground floor of the north end of Hudson's Bay House to be precise, and in this connection it is always pleasant to recall the association of the site with Upper Fort Garry. The department's destinies are guided by C. E. Joslyn, born in Manitoba, a graduate of Queen's University, Kingston, and in the service of the Company since 1919. He is supported by a head office staff of sixty, among whom are engineers, draftsmen, accountants and statisticians.

One learns quickly that what is to be seen at head office is only incidentally important to the real work of land selling. It is out on the prairie that the job is done. Head office keeps the records, provides selling plans and generally directs policy, but the front line is on the land itself. To carry on this work there are field men and many sales solicitors.

What are the qualifications of Land Department field men? First, they must have a real knowledge of soil and of farm life generally. Second, they must be friendly, sociable men who can talk on equal terms with farmers everywhere. Third, they must know the technique of farm lands salesmanship.

Twelve field men are in the field for the Land Department. Each one drives a Company car and is expected to keep on the road five days in the week throughout his territory. It is active work requiring active men, and if they were to sit around a table together they could probably give you a more accurate picture of the conditions of prairie roads and country hotels (with personal experience to back every statement) than any group of men in Western Canada.

The field man lives in some central town in his territory. He usually spends Monday bringing his records up to date and doing office work. (Head office endeavours to keep him as free as possible from red tape and truck loads of papers.) All the rest of the week is a constant patrol of the territory, inspecting the Company's land, negotiating sales, checking up on collections, examining the assessments in various municipalities to make certain that the Company receives equitable treatment, and a hundred details which the work involves. These men must know their territory and their people. It is a constant study of *Land and the Man*.

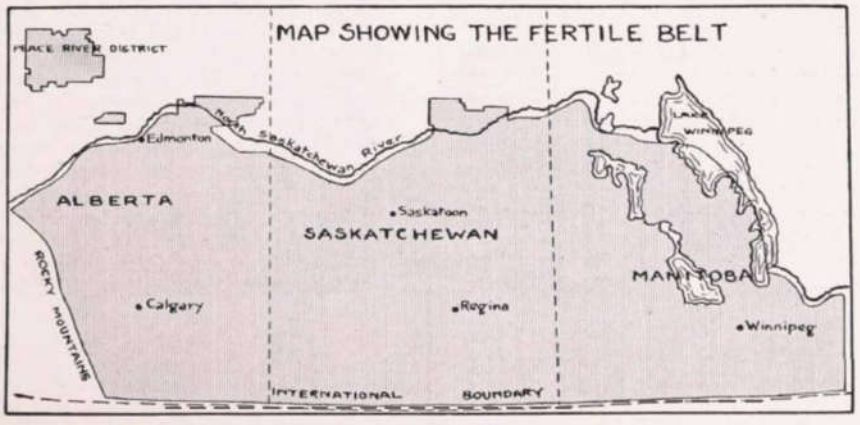
The selling effort is not confined to the field men. There are scattered through the villages, towns and cities of the prairie, more than four hundred sales solicitors. These are men who are authorized to make sales of Company's lands but they are not agents doing administrative work. They are solici-

tors selling on commission. Usually these men are in the insurance and real estate business in their own districts and, to a considerable extent, the field men work through these sales solicitors in the promotion of farm land selling.

There are problems in this business which require very broad understanding of people. The field man, by the nature of his work, must listen to a vast amount of grief. The crop failures and all the hazards and disasters of farm life are recounted to him, and he would be less than human if he did not absorb much of the distress. He

must temper all this with a knowledge of general conditions today and past records. In maintaining the necessary balance of judgment, the more detached view of the whole picture at head office is very important. Again, the whole problem is one of knowing land and the man. Knowledge of land is a business and technical job, but knowledge of man is as vast as human understanding. We who make our living from selling are all involved in that study, and in selling farm lands it is just as involved and complex as anywhere else.

On the one hand there are



Winnipeg Free Press Photo

the two million acres for sale upon which we pay taxes annually. On the other there are the men who have chosen farming as their life's work. The market for farm lands changes with the times. In the eighteen-eighties, the sons of Ontario farmers came west to set up new homes; there were Old Country immigrants; then came the Central Europeans and so on in land-hungry waves. Today there are not the same movements of population, and the Land Department must look almost entirely to the existing farm owners for purchasers for our land. One might wonder who, during such years as 1932-33-34, would buy farm lands, but even in the darkest days there is always some slight turnover of property. A farmer wants to square off his holdings with a quarter section of H B C land, or he wishes to establish his son, or an agricultural worker has served his apprenticeship and wants to push out on his own, or perhaps a few Americans from a burned-out district in Dakota or Kansas have come north with new hopes. All these people are potential purchasers of farm lands, and the Land Department's field men must watch these possible opportunities, keep the sales solicitors after them and assist, if required, in closing the deal.

In this connection there is another legend which must be dropped. Ever since heroes strangled villains behind candle footlights, melodrama has used landowners for the black hearted, hateful roles. The holder of the mortgage was the one who ruined young love and drove out the happy family from the morning-glory-clad cottage. Something of the legend still survives and many people believe that a land company's officials spend most of their time calculating how soon they can foreclose on the unfortunate farmer who is in arrears. The picture is all wrong. The land company, and one can safely generalize on this, wants the farmer on the land even though his payments are long overdue. Sincerity of intention and indication of real work are enough to satisfy the land company that it is better to have the man and his family on the land, keeping it cultivated and productive, than to be harsh about payments due and become the receiver of an abandoned farm. In the Land Department, particularly throughout the difficult years, the extent of the paternalism which has been extended to

C. E. Joslyn, Manager of the Land Department

farmers holding land not entirely paid for would make an interesting and effective answer to some in this country who nourish the idea that all great companies are ruthlessly insistent upon every pound of flesh. Here again the field man has a part. The nature of the relationship between the purchasing farmer and the Hudson's Bay Company depends very largely upon the field man's handling of the situation.

The terms on which land can be acquired are of interest. The usual terms for an agreement of sale call for a cash payment of one eighth of the purchase price but not less than $160 per quarter section. The balance of the purchase price is payable in equal annual instalments over a period of seven years with interest at six percent.

Prices for farm lands are as variable as economic conditions. The graph accompanying this article gives some indication of the fluctuations. Generally speaking, valuations are determined by the following factors: Location, grade of soil, water facilities, proximity to schools, churches, railways and roads. Prices range from $10 to $25 for grain land, $5 to $15 for mixed farming land, $4 to $10 for hay and pasture land, and $2 to $6 for stock-raising land.

There are a series of plans by which land may be purchased from the Company. The lease-option plan permits a responsible farmer with the necessary equipment to make a cash payment of from $50 to $100. The balance of the down payment is spread, as rent, over one, two or three years, with interest payable either with the final rent payment or one year after the final rent payment is due. If the farmer, under this plan, exercises his option to buy, the rent payments, but not the interest, are transferred to the new agreement of sale. During the term of the option the Company reserves one third of the crop and the rental due each year is the cash rental or one third of the crop whichever is the greater. The lessee under this arrangement agrees to carry out certain improvement work.

There is a lease-option plan for lands thickly covered with bush, offering very easy terms in return for specified improvements being carried out during the term of the lease. These terms are interesting because they bring pioneering into the schedule of a contract.

First Twelve Months—Erect habitable house, barn for 4 horses and six cows, sink a well where no stream, lake or spring is on the land, cut out boundary lines preparatory to fencing and clear five acres.

Second Twelve Months—Break and cultivate and crop five acres, clear a further five acres and fence off pasture and the area in crop.

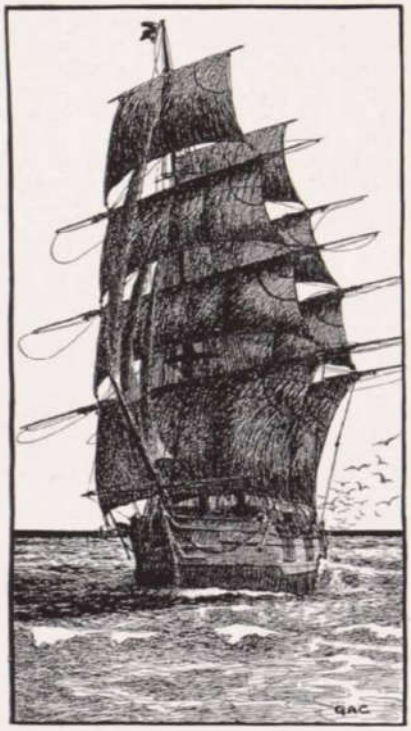
Third Twelve Months—Break and cultivate five acres, crop ten acres, clear a further five acres, complete fencing of the whole quarter section.

Fourth Twelve Months—Break and cultivate five acres, crop fifteen acres, clear further five acres.

The bushel plan of lease-option agreements is offered on certain prairie land situated in semi-arid districts. It allows for a minimum cash payment of $50 a quarter section and a settlement in bushels of wheat over succeeding years.

Cropping leases, hay and grazing leases, hay permits and timber permits are other forms of agreements which the Land Department enters into, on behalf of the Company, with the farmer.

The title to the land which the Company offers for sale comes direct from the Crown by virtue of the Deed of Surrender of 1869. [*Continued on Page 66*



BOOKS

"A Critical History of the Red River Insurrection," A. G. Morice, O.M.I.

"Watkin's Last Expedition," F. Spencer Chapman.

"The Living Forest," Arthur Heming.

"The Travels of Jedediah Smith," Maurice S. Sullivan.

"A Critical History of the Red River Insurrection," by A. G. Morice, O.M.I., Winnipeg. Canadian Publishers, 1935.

SOMEONE has yet to describe the Red River Rebellion (Father Morice insists it was an insurrection) with a saving vein of humour. The literature of the entire subject makes grim, sad reading. Too many clergymen historians got into the field first and one result was a shelfload of books about as animated as Edinburgh sermons of the nineteenth century. Yet in all Canadian history there is no incident so rich in the fantastic, preposterous situations and so extravagant in puppet-like characters full of oratory and gestures. If the affair had happened anywhere else in the world, it would today be a subject for comic opera. The whole thing bristles with guns, galloping horses, proclamations, flights of oratory and flag incidents. The shrewdest and perhaps the wisest man of his time was the prime minister of Canada, Sir John A. Macdonald, who went into hoots of laughter when he heard that the white collared lieutenant-governor whom he sent to Assiniboia complete with aides-de-camp and red carpet was dangling on the Minnesota border fence line issuing manifestos to the prairie while the Metis boy-leader, Louis Riel, was setting up a government. Of course anyone who tries to make light of the whole affair must be prepared to step into historical hot water, and he will be confronted with the argument that even if the actual events around Fort Garry were not important, what about the Indians? And, confronted by the unknown hordes of armed Indians (with whom the Hudson's Bay Company had lived at peace for two centuries), the amateur historian who finds entertainment in the Red River insurrection or rebellion will withdraw and allow the hard working students of the subject to draw their constitutional conclusions.

Yet the whole thing cannot be dismissed too lightly, particularly by those who want historical truth. And if the affair has been taken too seriously it has also been bedevilled by prejudicial writing. Father Morice, whose works in both English and French are valuable to Canadian history, has approached this subject with fine candour. He makes a splendid case for Louis Riel and makes it clear that English speaking readers have not before had the entire truth upon which to judge this strange youth. Father Morice appears to be upon strongest ground in his exposition of the strict legality of the provisional government and its acts. In the light of all that has been written in prejudice against Riel and his actions, this is a most welcome book. In announcing his own dispassionate approach to the subject, Father Morice, on his opening page, sets the pace for his book: "While we firmly propose to continue our role of dispassionate historian, we run the risk of being accused of partisanship simply because our knowledge of the real facts, their causes and effects, bids us keep clear of the slanders, gratuitous innuendoes and erroneous assertions with which English speaking readers have hitherto been regaled." This is an example of the reverend Father's vigorous style in this animated and interesting book. It should be added that the footnotes and references are generous and numerous enough to satisfy the most exacting and at the same time provide refreshing "asides" to the narrative.

It is the opinion of this reviewer that, with the appearance of Father Morice's book, the history of the Red River troubles is adequately rounded out. Time will now deal less harshly with the Riel story, and perhaps there is still hope for someone born with the gift of laughter to tell the story as Sir John A. saw it.—*D.M.*

"Watkins' Last Expedition," by F. Spencer Chapman. Published by Chatto & Windus, London, 1934. 286 pages, illustrated; 15 shillings. In Canada: Doubleday, Doran & Gundy, Limited; $4.50.

TO the reader looking for (and from the chapter headings, expecting) a story of the North alive with hairbreadth escapes and perilous journeys, this will be a disappointing and indeed somewhat tedious book. True, the author deals faithfully with all matters of detail relating to the life in the far North. We read about the Eskimos, the dogs, the food, sledging journeys, weather conditions, and the hundred and one odd jobs that go to make up the daily round of men living in the neighbourhood of the Arctic Circle. And yet the book lacks vigour, and therefore conviction. There are sledging journeys made under desperate conditions of rotten ice, poor visibility and hidden glacial crevasses. There are voyages along the east coast of Greenland in the eighteen-foot *Stella Polaris* in blinding snow, tremendous seas, and winds of hurricane force. There is the author's notable achievement in crossing from Kulusuk to Angmagssalik in a kayak, sixteen miles in water so rough that a Norwegian fishing boat could not even put to sea.

But somehow these adventures leave one cold, and only a powerful imagination, combined with concentration, could extract anything approaching the full flavour of the incidents described.

If only Gino Watkins, the leader, had not lost his life at the very outset while hunting seals from his kayak, one feels that both the expedition and the book would have acquired more point.

With the exception of the author, whose powers of endurance, fortitude and daring show through despite his best efforts to the contrary, nothing is known of the members of the expedition. Throughout the book they remain just names (we do learn that John weighed sixteen stone, but who cares about that).

There is much here of interest to ornithologists and botanists, and the map of that portion of the east coast of Greenland surveyed by the expedition will no doubt prove of value to masters of vessels trading in those parts and to future expeditions. But as a stirring tale of the North, which surely was the author's main object, this book just misses the boat for the average reader.—*J.B.D.*

"The Living Forest" by Arthur Heming, with 16 illustrations by the author. Reprint published by Doubleday, Doran & Gundy, Limited, 1935. 75 cents in U.S.A.

THIS reprint of Arthur Heming's "The Living Forest," selling at only 75 cents, is the most amazing book value for a long time, and your money will be well spent if you buy it for the sixteen pictures alone. It is incredible that an artist, by his skill, should be able to make you see things in the shadows which actually he has not drawn, hear the sounds of the northern woods, and smell the spruce and the dampness of the water's edge.

There is a great temptation to neglect the text to enthuse about the illustrations, but then the perfection of the illustrations is the guarantee of the interest of the story. No man could produce a picture such as the one of the mother bear diving into the water after her cub, while two cranes with dangling legs rise slowly, unless he had lived in and understood the northern woods.

This is what Heming has done, and even then one marvels that his brain was able to assimilate all the information and beauty and thrill which have gone to make up the book. It is an exciting story, and at the same time almost a text book of woodcraft. The habits of animals and the instruction in woodcraft are worked so naturally into the story that it is almost as pleasant education as learning geography by a world cruise.

At 75 cents there is surely no reason why "The Living Forest" should not find a place on most boys' book-shelves with "Treasure Island," "Robinson Crusoe" and "Two Little Savages."— *R. H. H.M.*

"The Travels of Jedediah Smith," by Maurice S. Sullivan. The Fine Arts Press, California, 1934, 193 pages, illustrated.

THE interest in this book for Hudson's Bay Company readers and others who have a liking for fur trade literature will probably be limited to drawing unfortunate comparisons between the treatment of the Canadian and American Indians by the respective advance guards of civilization.

Jedediah Smith was born in 1799 and seems to have spent his early years in Illinois. In the spring of 1822 he joined an expedition fitted out to trap and trade at the headwaters of the Missouri by General W. H. Ashley, scathingly described by George Simpson as ". . . Genl. (a Militia Genl.) Ashley of St. Louis, (Who notwithstanding his dignified title has had a number of ups and downs in life having been a Farmer a Shopkeeper, a Miner and Latterly an Indian Trader. . . . ." When the general retired from the fur trade in 1826 after somewhat doubtful successes, Smith and two others, Jackson and Siblit, carried on the venture.

Smith was undoubtedly a fine traveller who has in the past received little credit for his great contributions as a pathfinder. He discovered the central route from the Rocky Mountains to the Pacific; made the effective discovery of the South Pass; was the first white man to cross Nevada, first to traverse Utah from north to south and east to west, to enter California by the overland route, to conquer the High Sierra; and was the first to explore the entire Pacific slope from San Diego to Vancouver. He, in fact, charted the course for the spread of the American empire from the Missouri to the Pacific.

This is a notable achievement for one man, and such fragments of his journal as have survived adequately describe the miseries of thirst and starvation which he suffered. But these were by no means his only troubles, for, although Smith himself usually attempted to make friends with the Indians, his party suffered frequent losses on account of the unfortunate reputation of his countrymen among the Indians, and the actions of his men, who seemed to think less of killing an Indian than shooting an elk.

The journal is for the most part a recital of comparatively uninteresting daily events, though the suspicion of the Spanish settle- [*Continued on Page 66*

CANADIAN CRICKETERS GUESTS OF THE GOVERNOR

A picture taken during the luncheon given by the Governor of the Company, Mr. P. Ashley Cooper, in London to the members of the cricket team from the Eastern Canadian schools which visited England during the summer. Left to right: Lord Stanley, Mr. C. Fuller (captain of the team), the Governor, Mr. F. E. Cochran, Lord Tweedsmuir, Governor-General Designate.

LONDON OFFICE NEWS

DURING the last three months we have had two members of the Canadian staff working in the warehouse: S. J. Stewart, of Chesterfield, and W. T. Winchester, of the Mackenzie-Athabasca district.

On 26th June the Governor and Mrs. Cooper entertained the whole staff at a garden party at their country house. Favoured by fine weather, the afternoon was an unqualified success and greatly appreciated by every member of the staff.

On 10th July, the Governor entertained to a luncheon at the Savoy Hotel the Canadian Schools cricket team, who are now touring this country and playing matches against a number of our leading public schools. The names of the team, who come from various schools in Eastern Canada, are as follows:

Messrs. P. W. Bennett
J. S. Boeckh
J. Bull
F. E. Cochran
F. Croft
C. Fuller (captain)
R. G. Keefer
J. B. Kerr
F. O. Martin
B. McGee
P. M. McEntyre
M. S. Mills
C. J. Seagram
G. A. Sweeney
W. Tovell
L. Gunn (scorer).

Names of the five Schools are: Upper Canada College, Toronto; Trinity College School, Port Hope; Hillfield, Hamilton; Bishop's College School, Lennoxville; and Appleby College.

The Governor also invited to the lunch the following gentlemen:

The Rt. Hon. Lord Stanley, M.C., M.P.
The Rt. Hon. Lord Tweedsmuir, G.C.M.G., C.H.
Mr. G. O. Allen
The Rt. Hon. L. S. Amery, M.P.
Sir G. McLaren Brown, K.B.E.
Mr. A. M. Crawley
The Hon. G. Howard Ferguson, K.C., LL.D.
Wing-Comdr. Sir Louis Greig, K.B.E., C.V.O.
Sir James C. Irvine, C.B.E., F.R.S.
The Rt. Hon. Sir Stanley Jackson, G.C.S.I., G.C.I.E.
Sir Walter Lawrence
Mr. H. D. G. Leveson Gower
Mr. T. W. L. MacDermot
Sir Alexander R. Murray, C.B.E.
Major F. J. Ney, M.C.
Sir Edward Peacock, G.C.V.O.
Sir Josiah Stamp, G.B.E.
Sir Campbell Stuart, K.B.E.
Colonel Harry Oakes, A.B.
Mr. John Martin.

Short speeches of welcome to the team were made by the Governor, Lord Stanley, Lord Tweedsmuir and Sir Stanley Jackson. Mr. C. Fuller, captain of the team, replied and Major Ney, secretary of the National Council of Education of Canada, thanked the Governor on behalf of the team.

At the board meeting, on 23rd July, the Governor made the usual annual presentation of long service medals as follows: Mr. F. Witteridge, senior, fur warehouse, gold bar, thirty-five years' service. Mr. F. A. Cracknell, joint buying office, packing department, gold medal, thirty years' service. Mr. N. E. Beynes, assistant manager of the Fur Department, silver bar, twenty years' service. Miss A. Lee, head office women staff, silver medal, fifteen years' service. Mr. V. W. Elphick, manager, cold storage department, silver medal, fifteen years' service.

Our portrait of James, Duke of York, afterwards King James II, the second Governor of the Company, which hangs in the board room at Hudson's Bay House, was loaned during June for a public exhibition in London of portraits of the Kings and Queens of England.

We have recently acquired a portrait of William Mainwaring, who was Governor of the Company from 1807 to 1812. This has now been placed in the board room.

Among those who have carried out research work in our archives during the period under review are: Miss Grace Lee Nute, of the Minnesota Historical Society, and Professor Arthur S. Morton, of the University of Saskatchewan, Saskatoon.

THE FUR TRADE

Fur Trade Commissioner's Office

The General Manager and Fur Trade Commissioner left on June 2nd on an inspection trip on board the *Fort Amadjuak* to the gulf posts. They visited Rimouski, Bersimis, Seven Islands, Mingan, Natashquan, Romaine, Mutton Bay, St. Augustine, Blanc Sablon, Frenchman's Island and Cartwright.

W. O. Douglas inspected the fur farms at Mingan and Charlottetown in June and visited the fur farms of Neinam and From Brothers at Teinsville, Milwaukee, in July.

The *Nascopie* sailed from Montreal on July 13. Up to date she is running on schedule.

The Hudson's Bay House picnic held at Selkirk Park on June 15 was a great success, and we were pleased to note that the Fur Trade staff carried off a fair share of the sporting prizes.

W. Black has returned from visiting posts in Superior-Huron district and in the gulf section of the St. Lawrence-Ungava district.

We regret to report the death on July 29, at Melville, Saskatchewan, of Pensioner Angus McLean. He was stationed at Cumberland House, Grand Rapids, Pelican Narrows, Fort a la Corne and Portage la Loche in the Saskatchewan district. He retired on July 1, 1921, after forty-four years in the Company's service, and died in his eighty-first year. Not only was he a popular official, but he was respected by all who had the pleasure of knowing him.

Visitors during the quarter included Charles Landau, of Landau and Cormac; J. Dewey Soper, migratory bird officer for Western Canada; Allan Sullivan, on his way to the Mackenzie river; C. C. Parker, purchasing agent, Department of Indian Affairs; Bishop Dewdney of Keewatin Diocese, Archdeacon Faries of York Factory, and Bishop Fleming of the Arctic.

Elwyn Ingrams, manager of our London Fur Sales Department, arrived in Winnipeg on the 12th August on a short visit.

The S.S. *Nascopie* docked at Churchill at 9.30 p.m. August 11, the first ocean-going ship to arrive this season. Passengers leaving the ship at Churchill included Mr. and Mrs. John R. Baumann, of Rahway, N.J., who, accompanied by their sons John and Ward, had made the trip from Montreal; Miss Ethel A. Fosdick, of Lawrence, Mass., who had also made the trip from Montreal; J. W. Nichols, of Port Harrison, G. G. Stephen, of Povungnetuk, C. L. Reid and J. A. Staig, of Cape Smith, all of whom are coming out on furlough. Dr. Birchard, of the government party, also left the ship at Churchill and was replaced by Dr. Rabinowitch, who was accompanied by his assistant, Miss Florence Smith.

J. Cantley returned to Winnipeg on August 13, having made the journey from Montreal to Churchill on the *Nascopie*. Apparently ice and fog were very considerate during the trip, always giving way at the right moment.

Mr. E. Ingrams, Fur Sales Manager of the Company in London, on the right, with Mr. H. P. Warne, Manager of the Company's Fur Purchasing Agencies, during the former's visit to Canada.

British Columbia District

A. B. Cumming, district manager, left Vancouver on 18th May for the Yukon and for subsequent inspection of the Northern British Columbia posts. W. G. Crisp, manager of Kitwanga post, assisted Mr. Cumming to the extent of making an inspection of McLeod's Lake, Fort Grahame and Whitewater this spring.

Navigation north of Prince George opened towards the end of May, a few days later than usual. The ice went out of the Stikine river during the first week in May, which is about the average time.

The British Columbia provincial police are establishing a detachment at McDames Creek, their Mr. J. A. Parsons and an assistant having left Vancouver in May.

Chief Factor C. H. French, ex-fur trade commissioner, paid us a visit on 18th May.

A. H. Doe, of the Stores Construction Department, inspected the office on 29th May.

At a well attended day of sports held at Port Simpson on 8th June, Mrs. Geo. P. McColl, wife of our post manager, was taken into the tribe of the Grizzly Bear. The ceremony was performed by Chiefs E. Dudoward and A. Reid. The Indian name Ksemanhaym was given to Mrs. McColl. This is the first occasion on which a white woman has been admitted to the Port Simpson tribes. Indian Agent W. E. Collison presented an Indian woman, Mrs. M. E. Dudoward, with the King's silver jubilee medal in recognition of her services among her own people. Geo. P. McColl, on behalf of Commander Oland and officers of H.M.C.S. *Skeena*, presented the ship's badge to Capt. William Lawson, the skipper of the crew which won the boat race on the occasion of the ship's visit to Port Simpson last year.

We are pleased to welcome W. H. Houston to our staff upon transfer from Superior-Huron district. He arrived in Vancouver on 20th June and sailed next evening for duty at Port Simpson.

Visitors to the district office in July included E. W. Fletcher, fur trade controller; W. S. Russell, on a buying trip from Hazelton post; and W. L. Burk, on leave from Kitwanga.

We regret to learn of the accidental drowning of the Rev. Father E. Allard, O.M.I., in the Cottonwood Rapids, twenty-five miles up the Dease river from McDames Creek. Father Allard has been stationed in Northern British Columbia and the Yukon for the past seventeen years, and was well known to residents in the North, as he was a constant traveller.

Mackenzie-Athabasca District

A new apprentice, R. H. Hancock, left for Fort Vermilion on 16th May, to which post he has been appointed.

The following new apprentices have left for their respective posts as indicated: J. S. Nisbet to Hudson's Hope, R. G. Gillare to Fort Nelson, T. A. Retallack to Fort Simpson.

Apprentice H. C. Borbridge was transferred from Fort Vermilion to Upper Hay River post in April, and W. S. Carson, formerly assistant at Upper Hay River, is being transferred to the charge of Stony Rapids post.

H. Ambrose, who has returned from furlough in the Old Country, has been placed in charge of Portage la Loche post, replacing Hugh Fraser.

It is with the deepest regret that we have to announce the death on Wednesday, 29th May, of Miss Louise Porter, who has been stenographer in the district office during the past thirteen months. Miss Porter's services were highly valued and will be greatly missed. The deepest sympathy is extended to her parents, and brothers and sisters.

At Wabasca H. G. Gallagher, post manager, was married to Miss Bawden, Department of Indian Affairs district nurse, in May. Congratulations are extended to Mr. Gallagher from his numerous friends.

L. A. C. O. Hunt is temporarily in charge of Fort Chipewyan, and on the arrival of Mr. Bonshor from Aklavik, who is to take charge of Fort Chipewyan, he proceeds to Fort Simpson to take charge of that post.

Bruce Clark has taken over the charge of Fort Smith post, H. Ambrose, Portage la Loche, and E. J. Stewart, Rocher River.

During the summer the following members of the staff went on furlough: J. F. Topping, Hay River; R. Middleton, Fort McPherson; S. A. Stephen, Fort Rae; D. Forsyth, Fond du Lac; M. V. Morgan, Fort Simpson.

The following staff changes took place this summer: George Duncan, Fort Franklin to Fort McPherson; R. W. Dodman, Arctic Red River to Fort Rae; S. S.

(Photo by A. O. Brigden, Winnipeg)

Wabinosh Lake, Nipigon Reserve

Mackie, Fort Wrigley to Arctic Red River; R. A. Craig, Fort Simpson, to charge of Fort Wrigley; J. F. G. Wynne, Fort St. John, as assistant to Fond du Lac as post manager; R. H. G. Butchart, Wabasca, as assistant to Black Bay as post manager; D. M. Cuthill, Sturgeon Lake to Cold Lake; P. P. Forman, Cold Lake to Sturgeon Lake.

It is with regret that we hear that Mrs. S. S. Mackie, wife of our post manager at Fort Wrigley, is seriously ill at the Aklavik hospital.

In June, District Manager J. Bartleman, visited Wabasca, Chipewyan Lake and Trout Lake posts in company with Mr. Handford, of the Revillon Freres Trading Company Limited.

Extensive damage has been done in the Peace River country as a result of high water and early in July trains were unable to get through to Grande Prairie.

District Manager J. Bartleman left on his annual summer inspection trip on 9th July and visited all posts on the Mackenzie river as far down as Fort McPherson, and also posts on Great Bear Lake, Great Slave Lake and Lake Athabasca, as well as Portage la Loche.

We extend our congratulations to Mr. and Mrs. R. W. Dodman on the birth of a son, James Douglas, at Arctic Red River, N.W.T., on May 29th, 1935.

A cloud-burst and continued heavy rains on July 27th and 28th did a great amount of damage to the Northern Alberta Railways track a few miles this side of Waterways. Bridges were washed out and a long stretch of road-bed was destroyed. The usual weekly train to Waterways had to be concelled.

Continued interest is being shown in the gold discoveries at Beaver Lodge on Lake Athabasca. The principal point of interest has been named "Goldfields," and we have opened up a temporary post there. If a permanent camp is founded, our operations will be extended.

Mackenzie River Transport

The first boat of the season to leave Waterways was piloted by J. J. Loutit, manager of Fort Chipewyan post. This craft was a fifty-foot scow powered by two "kickers" and contained Mr. Loutit's usual spring trading outfit.

Ice conditions permitted the *Canadusa* to make an early trip to Fort Fitzgerald on May 11, with two barge loads of freight. She followed right behind the ice.

Repairs to craft were completed at Tar Island yard and all vessels delivered at Waterways by May 8. Mr. Davis left with his repair gang on the *Rallim* for Gravel Point yard on the 9th.

Official inauguration of the transport season was marked by the departure of S.S. *Northland Echo* with barge 301 fully loaded on May 16 bound for Fort Fitzgerald. This steamer has since maintained a weekly schedule.

Colonel H. G. Reid, manager of Mackenzie River Transport, arrived at Waterways on May 15, after a tour of inspection of the Peace River section. M. L. Ryan passed through Waterways at the same time en route to Smith Portage.

J. G. Woolison and K. Y. Spencer proceeded to the Smith portage by the first trip to open up the transport agencies at Fort Smith and Fitzgerald respectively. High water and ice again caused damage to the loading dock at the former place during the break-up.

Congratulations are due to J. A. Mills, who successfully passed examination as tug boat master, and to W. Loutit and F. Hansley, who received mate's certficates.

Much activity is centred around Beaver Lodge on the north shore of Lake Athabasca, where the field of recent discoveries is being extended. Large quantities of equipment and supplies are being sent in, and the M.B. *Canadusa* with barges 12 and 13 have been allocated to the run between Fort Chipewyan and Beaver Lodge.

Mr. and Mrs. R. H. G. Bonnycastle passed through Waterways en route to the Western Arctic early in June.

Amongst those who patronized our service during the month of June were: Messrs. Campbell, Sawle, Slater and Steed, of Northern Traders Limited; Dr. Amyot, Indian agent, Resolution; Steamship Inspector Jas. Brydon, Mr. E. S. Fry, Dr. F. Jolliffe and party of fourteen of the geological survey, Bishop Sovereign, Dr. and Mrs. Kidd, Col. J. K. Cornwall, Dr. Morrow, Inspector and Mrs. Curleigh, W. Jewett, Dr. Alcock and party of thirty-two men for survey work on Lake Athabasca; Inspector Martin of R.C.M.P., Fort Smith; Dr. Lewis, Indian agent, Fort Chipewyan; Mr. Sullivan, Miss Irene Biss, Colin Fraser, Fred Fraser.

Our sympathies are extended to Geo. P. Paterson, purser of M.T. *Dease Lake*, who was unfortunate enough to lose his leg below the knee as a result of an accident. Good reports are received of him from the hospital at Aklavik, where he was conveyed.

The manager of Mackenzie River Transport department returned to Waterways on 6th August, having completed a tour of inspection on the main route to Aklavik and from Fort Simpson to Fort Liard.

H. N. Petty, L. D. Hughes and A. T. Penhorwood each made a trip to Fort Smith during June and July on business of the department.

The S.S. *Distributor* left Smith on her first voyage of the season on June 18 with full passenger list and reached Aklavik on June 28, after a very successful trip. She returned to Fort Smith July 18 and passengers and furs were conveyed to Edmonton by special train which had been sent in to meet the S.S. *Northland Echo*, which arrived at Waterways on the 20th.

We regret to announce that Capt. E. B. Haight was forced to vacate the position of master of *Canadusa* in June due to illness, and we all wish him a complete and speedy recovery. Captain Haight was brought out from Lake Athabasca by the kindness of Mr. W. Jewett, who flew him out to his home in Edmonton.

Heavy rains have resulted in flooding and damage to railway trackage between Edmonton and both Peace River and Waterways, seriously interfering with water transport as a result of delayed trains.

Our congratulations are offered to Pat Carey, who was instrumental in saving the life of Malcolm Robinson, who fell in the water at Peace River whilst playing on a barge.

AMATEUR PROSPECTING

By
W. J. C. CUMMINGS

83 pages of information on Geology, Mineralogy and Chemistry expressed in terms which can be understood by anyone who cares to study and apply it.

FREE TO THE FUR TRADE STAFF

On Application to
THE FUR TRADE COMMISSIONER
Hudson's Bay House
WINNIPEG

Western Arctic District

First news since last fall has been received from L. A. Learmonth at King William Land. He reports being in good health in spite of having no fuel most of the winter. This necessitated moving out of the dwelling house into a small shack which could be heated with seal oil. It must have been a long winter for Mr. Learmonth, and we hope that navigation will open early so that his arduous situation may be relieved as early as possible. Keeping up "business as usual" under such circumstances indicates that the loyalty of present day employees to the Company is not one whit less than in those great days when the Company ruled the country and the officers whose names are now history made their fame.

Apprentice G. H. Burnham will have an interesting story to tell of his travels after leaving Tuktoyaktuk at the mouth of the Mackenzie last fall on a native schooner bound for Fort Collinson at Walker Bay on Victoria Land. Fresh from Winnipeg last summer, he was obliged to spend part of the winter with the Eskimos when the schooner was frozen in on Banksland, unable to reach her destination owing to the lateness of the season. Full details of his adventures have not reached us, but they will be well worth hearing and we imagine when he finally reached Fort Collinson by dog team well on into the winter, he was indeed glad to see his new home.

F. B. Milne and R. H. Kilgour returned in the middle of May from their furlough and proceeded to Nipigon and Sioux Lookout posts respectively for merchandising experience and are now well on their way to their posts, Mr. Milne, accompanied by Mrs. Milne, going to Cambridge Bay and Mr. Kilgour to Baillie Island.

R. H. G. Bonnycastle left Winnipeg on his inspection trip on May 30. He was accompanied by Mrs. Bonnycastle, who was travelling as far as Aklavik. This was Mrs. Bonnycastle's first trip down the Mackenzie river, and we trust an enjoyable one.

Our transport season is now in full swing. The *Margaret A*, which was wintering at Letty Harbour, arrived at Tuktoyaktuk on July 29.

The M.S. *Fort James* left Tuktoyaktuk August 1 for Bathurst, Cambridge Bay and King William Land, and according to latest reports received she had arrived safely at Cambridge Bay on August 7.

Saskatchewan District

Among visitors to district office were Rev. K. S. Armstrong, God's Lake, Man.; Corporal Baynes, Royal Canadian Mounted Police; Mr. Tom Lamb, Moose Lake, Man.; Rev. A. E. Caldwell, Poplar River,

Man.; Mr. W. Irwin, Prince Albert, Sask.; Corporal Graves, Royal Canadian Mounted Police, Norway House, Man.; Mrs. G. C. M. Collins, Norway House, Man.; Father Perrault, Fort Alexander; and the following members of the staff, G. B. Wright, J. R. McMurchy, E. W. Hampton, J. R. McDonald, W. J. Gordon, D. Adams, J. T. Buchan.

R. F. Millard is welcomed to the staff as apprentice clerk, having been posted to Island Lake post, replacing J. R. McMurchy, who is proceeding to Isle a la Crosse post.

G. B. Wright has assumed charge of Stanley.

J. R. McDonald has been transferred to Lac la Ronge post for temporary duty.

Congratulations to Mr. and Mrs. F. Reid, of Pelican Narrows post, to whom a son was born on June 22nd. We wish Graeme a happy life and Mrs. Reid a speedy recovery.

On June 4th Factor R. A. Talbot left for the inspection of Fort Alexander post, returning to the office on the 10th.

W. J. Gordon, clerk at Isle a la Crosse post, has been transferred to Norway House post. D. Adams and J. T. Buchan visited Winnipeg en route to Scotland, where they are spending their furlough.

The district manager visited Little Grand Rapids, Deer Lake, Island Lake, God's Lake and Beren's River posts during the month of July.

We regret to report the death of Angus McLean at Melville, Saskatchewan, on Monday, July 29th. Mr. McLean was an old-timer in Saskatchewan district, having entered the service in 1879 and retiring on pension in 1921. Our sympathy is extended to Mr. and Mrs. H. A. McDonald, of Isle a la Crosse, and also to Mr. and Mrs. Ed. McLean, of Revillon Freres, at Stanley.

Nelson River District

During the latter part of May considerable travelling took place in the area north of New Churchill with a consequent frequent mail service from our northern posts.

An epidemic of flu was reported in the early spring as being prevalent at Eskimo Point and Padley. We are glad to say only one death has been reported from Padley and at time of writing the epidemic is well under control at both places.

J. B. Brown, formerly manager of the Company's white fox farm at Chesterfield Inlet, who has been trapping the last three years in the vicinity of Rankin Inlet, arrived in Winnipeg recently en route to England for a short holiday.

J. O'Brien, a former member of the Byrd Antarctic expedition, who has been spending the winter at New Churchill, also reported to this office in company with D. Irwin, the young reindeer herder who, after a great deal of hardship, completed a journey by dog-team across northern Canada.

We welcome to the district and wish every success to three new apprentices—D. Drysdale, who has now taken up duties at New Churchill and who will later proceed to Padley, N.W.T.; W. A. Smart, who is employed at Gillam, Man.; and R. W. Peel, who will start his apprenticeship at Chesterfield Inlet, N.W.T.

J. R. Kerr, prominent northern fur dealer, died at St. Anthony's hospital, The Pas, July 15, aged sixty-four. He was born at Singleton's Corners, Leeds county, Ont., in 1871. He married in 1894, and lived in Newboro, Ont., until coming west to Winnipeg in 1910. He started travelling to the North in the fur business in 1912. Mr. Kerr was a member of the Masonic order and the I.O.O.F. Surviving are his widow, a son, Fred Kerr, and a daughter, Mrs. A. Adolfson, all of The Pas; also two sisters, Mrs. R. Eaton, at 445 Furby street, Winnipeg, and Mrs. Minnie Stebbin, of Vancouver, and two brothers, Ezra Kerr, of Crystal City, and James Kerr, of Fort Alfred, P.Q. A funeral service was conducted in Westminster United church, July 18. Interment was made in Lakeside cemetery, The Pas.

The district manager left Winnipeg on 31st May in company with Capt. Morris, master of the *Fort Severn*, to superintend the preparation of the *Fort Severn* for her season's work.

In an effort to avoid the heavy ice previously encountered on the trip to York Factory, the *Fort Severn's* usual itinerary was altered and her first voyage this year was north to Eskimo Point.

The M.S. *Fort Severn* left Churchill on July 7th heading for Eskimo Point but was considerably delayed on account of heavy ice. Her second trip was to York Factory, and on this voyage she was also delayed by adverse ice conditions. On 20th July she left Churchill bound for York Factory and Severn, and returned to Churchill from these points on August 5th. The *Fort Severn* is considerably behind schedule, the delays being caused by the exceptionally heavy ice she has been forced to buck on every trip so far.

Mr. and Mrs. Bland and family, of Severn, were passengers on the *Fort Severn's* return trip. Mr. Bland will be proceeding to Winnipeg on furlough.

This season all freight for Padley post was moved by air from Eskimo Point to Padley. Wings Limited undertook this contract and made their first flight early in July.

Changes in staff during June took place at Wabowden and Fort Churchill posts. A. H. Russell, of the former post, was relieved by G. T. Bremner, recently clerk at Gillam post. H. J. Mann, who has spent the last two years at Caribou, Manitoba, arrived at Churchill on 21st June and will take over the management of Fort Churchill post from B. Moore at a later date.

We regret to have to report the drowning of K. Carter, his wife and infant son in the vicinity of Churchill on June 11th. So far as can be ascertained, the fatality occurred while the party were tending some fish nets set in the Churchill river.

W. J. Harvey, cook of the schooner, was admitted to the Churchill General Hospital on 14th June suffering from an attack of typhoid fever. We understand his condition is quite satisfactory.

A serious bush fire caused excitement at Gillam during the latter part of June. The fire started on Friday, 23rd June, and by mid-day Sunday every man in the settlement was called out and a fire break had to be cut. At one time the fire was on three sides of the town and in places within one hundred yards of the nearest building. Fortunately the wind changed and the danger was averted.

During July further staff changes were effected. Geo. Anderson was transferred from Nonala to the M.S. *Fort Severn* transport office at Churchill; A. Harkes from Shamattawa to High Rock outpost; B. Moore from Fort Churchill to Shamattawa; Apprentice R. K. Muir from Wabowden to Gillam; Apprentice W. A. Smart from Gillam to Split Lake.

W. G. Mackinnon is at present in Scotland on furlough.

Apprentice R. W. Peel left Winnipeg the beginning of August for Churchill and Chesterfield Inlet, N.W.T.

Superior-Huron District

W. C. Kell and John Manson were engaged in Winnipeg, in June, for service at Lansdowne House and Bucke posts respectively.

Mrs. J. Mathieson, wife of the Ogoki post manager, was a caller at district office late in July. Mrs. Mathieson is spending the summer with her parents at Fairford, Manitoba.

Miss M. Prior, of the Sioux Lookout post staff, was also in Winnipeg during July.

W. A. Wraight, of Kagainagami outpost, and E. E. Bates, from Lansdowne House post, were in Winnipeg in June en route to the Old Country on furlough.

J. R. Patience, manager of Grassy Narrows post, spent a week in Winnipeg recently.

W. S. Franklin, from Long Lake, has been at Mattice post as relief manager while H. Lariviere was on vacation.

The pulpwood cutters who went on strike on 19th June congregated at Nipigon and Long Lake, but finally went back to work on 17th July.

Treaty has been paid to all bands in the district, and the Indians along the railway lines are occupied gathering blueberries, of which there is a very large crop this year.

A party of geological surveyors is working in the Red Lake area at present.

The Howey Mines at Red Lake have been temporarily closed while the shaft is being retimbered and various machinery overhauled.

The buildings and equipment of the Hollinger Mines Limited, operating on the Couchenour property near Mackenzie Island at Red Lake, were destroyed by fire on 2nd June.

The Ontario Hydro Electric Power Commission have decided to raise and maintain the level of Lake St. Joseph in order to provide power for the dam at the east end of the lake, where the waters enter the Albany river. As this will result in the flooding of our present buildings at Osnaburgh post, they are being demolished and new ones built sufficiently high on the bank to guard against flooding.

The Indian Department have stationed a school teacher at Cat Lake for the summer months.

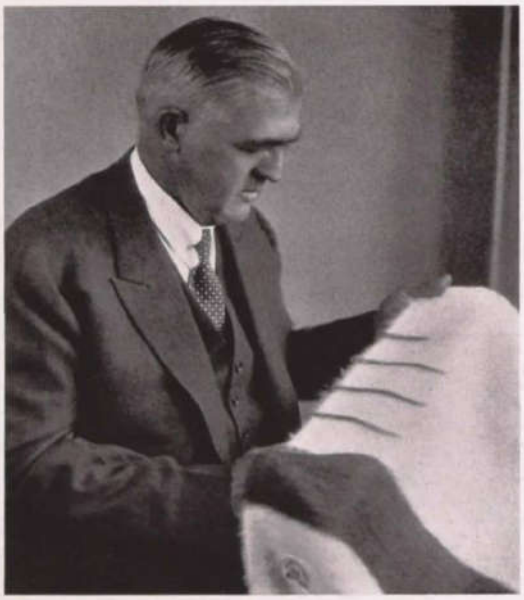
I. Adler has taken over the business formerly conducted by J. Kert at Red Lake.

James Bay District

Towards the end of May H. Ambrose, formerly in charge of our Eastmain post, called at district office on his return from a winter's furlough in Scotland. Mr. Ambrose was accompanied by Mrs. Ambrose and their daughter, Irene, and all were looking exceedingly well and fit after their holiday in the Old Land. Mr. Ambrose, after a few days' stay in Winnipeg, proceeded west to Mackenzie-Athabasca district, where he is to be placed in charge of

STANDARD FOR THE WORLD

The chiefs of the Dartmouth College Outing Club, wearing their well-known scarlet Hudson's Bay "Point" Blanket jackets, assembled at Hanover, N.H., to direct the seventeenth annual winter carnival on February 10, 11 and 12, 1935



Mr. Rex Beach, famous author of books on adventure in the North, caught by the camera as he made a Hudson's Bay "Point" Blanket purchase at our Vancouver Store in August while on his way to Alaska, we hope, to gather material for another thrilling book.

The reputation of Hudson's Bay "Point" Blankets has been handed down through the generations. No matter whether blankets are needed for mountaineering in the Rockies, Alps or Himalayas, to keep out the chill of summer night in camp, or to make light yet warm garments for winter sports, the specification is always "Hudson's Bay 'Point' Blankets." Standard colours or pastel shades, the blankets are sold singly or in pairs in the best retail stores.

Hudson's Bay Company.

INCORPORATED 2ND MAY 1670

Portage la Loche post. Our best wishes accompany Mr. and Mrs. Ambrose in their new sphere.

Capt. J. O. Nielsen arrived at Moose Factory on 10th May and, after preparing the M.K. *Fort Churchill*, launched her on 5th June. The first trip was to Attawapiskat, leaving Moosonee 15th June, the earliest sailing for years. Chief Engineer E. G. Cadney is still providing the motive power.

Skipper J. W. Faries arrived at Moose Factory from Albany on 7th June and will take charge of the schooner *Fort George* this season, which will make deliveries to Kapisko, Lake River and Weenusk and points en route.

We welcome the following newly engaged apprentice clerks: T. D. Drury and G. Edgerton, engaged in Montreal and to be stationed at Attawapiskat and Rupert's House respectively, and R. P. Mansfield, engaged in Winnipeg.

Norman Ross, transport officer, assisted by George Moore, took up residence at Moosonee on 20th May and are very busy at present attending to shipping matters.

J. S. C. Watt paid a hurried visit to Moose Factory from Rupert's House during June with the M.B. *Jacqueline*.

Mrs. J. S. C. Watt, after spending some time at Mount Clemens, Mich., receiving medical treatment, has now returned to North Bay, and we understand will take up residence there. We are glad to learn that she is feeling much better and hope to be able to report full restoration to health in the near future.

R. B. Carson and R. Thompson arrived at Albany from Ghost River on 28th May after the trading season.

Passengers on the M.K. *Fort Churchill* on her voyage to Fort George July 19 were: Rt. Rev. A. L. Fleming, Bishop of the Arctic; Dr. Westgate, of the M.S.C.C., Winnipeg; Miss Rundle, for the Anglican mission at Fort George; S. C. Kerr, of Steubensville, Ohio, who is to hunt polar bear on Twin Islands and possibly Belchers in connection with the Carnegie Museum; also Messrs. Daitt and Fricke with the same object in view. Mr. H. W. Jones, of the Tidal Survey, also went as far as Charlton Island. Upon the return trip Miss McCabe, of the Anglican mission, Fort George, and D. G. Boyd, formerly in charge of Kanaaupscow outpost, were passengers. Mr. Boyd is proceeding to the United Kingdom on furlough.

Geo. Dunn and D. C. Bremner returned from Great Britain, after spending the winter on furlough.

R. B. Carson left for Scotland on furlough and Wm. Newey, formerly with the Toronto F.P.A., is now stationed temporarily at Moose Factory.

Rt. Rev. J. G. Anderson, Bishop of Moosonee, arrived at Moose Factory from Albany on July 17 during a visit to the northern part of his diocese.

St. Lawrence-Ungava District

S. C. Knapp, manager of Clyde post, will be the recipient of a set of artist's brushes, the gift of the trustees of the National Gallery of Canada. During the S.S. *Nascopie's* voyage of 1934 Mr. Knapp handed over to Major McKeand a painting of Frobisher Bay post painted by himself on cardboard with a brush made from his own hair, the paint being ordinary house paint. The picture was presented by the Major to Mr. H. S. Southam, chairman of the board of trustees of the National Gallery of Canada, who later handed it to the Dominion archives.

Two Royal Jubilee medals will be presented this summer during the S.S. *Nascopie's* voyage. Father Girard, O.M.I., Pond's Inlet, will be one of the recipients, while the other will be an Eskimo, "Oudlanak," but better known as John Ell, of Southampton Island.

The Ungava mail arrived at Seven Islands on May 17 from the following points: Port Burwell, George's River, Whale River, Fort Chimo, Leaf River and Fort McKenzie. All members of the staff were well and enjoying a successful winter.

Radio reception has been very good and all broadcasts were picked up, as many as one hundred and twelve stations being logged at one post.

The Fur Trade Commissioner, accompanied by H. P. Warne, arrived from England via New York, and after spending a day or two in Montreal proceeded to Winnipeg. Mr. Geo. W. Allan, Chairman of the Canadian Committee, was also a visitor on his return from England.

A. H. Dodman, who has been living in Montreal during the past two years, has now moved to Vancouver.

J. C. Donald left for England on the Canadian Pacific S.S. *Duchess of Bedford*.

J. A. Burgesse arrived from England, where he had been spending a three-months vacation. He returned to Pointe Bleue post.

Mrs. Ritchie, wife of A. S. Ritchie of Chibougamau post, is spending a few months at the sanatorium at Lac Edward. She has our best wishes for a speedy and complete recovery.

Visitors at the office during May were: Superintendent T. V. Sandys-Wunsch; Inspector Fletcher, R.C.M.P.; Mr. Mussell, of the International Boundary Commission; Garon Pratte; C. G. Dunn and Wilfrid Clarke, Quebec; Captain Lloyd, S.S. *Waziristan*; Corporal Wishart, R.C.M.P.; H. Ambrose; J. B. Brown, Chesterfield Inlet; John Mench, New York City.

The General Manager and the Fur Trade Commissioner left Rimouski on June 10 on board the M.Y. *Fort Amadjuak* to inspect posts in the Gulf and Newfoundland-Labrador.

W. C. Newbury and R. M. Howell arrived at Blanc Sablon after a thirteen-day trip from Cornerbrook. Heavy ice was encountered in the straits, preventing the S.S. *Sagona* from reaching the Labrador side. She was forced to return to Cornerbrook and make another attempt, which was successful. Ice conditions throughout the lower gulf this season were exceptionally severe.

J. C. McGibbon, late of Lake Harbour, returned from Scotland, where he was on furlough, and has now gone to Winnipeg.

H. T. F. Petterson has been transferred to La Sarre and W. A. Wickham is temporarily in charge of Weymontachingue relieving Mr. Petterson.

H. A. Graham is engaged on the northern transport.

D. E. Cooter is now at Barriere post, where he will take charge, relieving H. G. Evans, who is being transferred.

H. R. Cummings has been engaged as apprentice at Pointe Bleue post.

Mrs. Jefferys, wife of the Mistassinny post manager, and her baby son are visitors to Montreal. She is the guest of Mr. Jeffery's mother.

A. T. Swaffield returned from Oskelaneo, where he had been assisting on the Obijuan transport.

H. A. Clyne, of the Mingan Fur Farm, arrived in Montreal, where he embarked on the S.S. *Athenia* for Great Britain.

A story was recently received from one of the interior posts instancing an old method of getting dilatory Indians to proceed on their freighting trips. In this particular instance, the post manager was most anxious to get his fur canoes off to the "line." The Indians, however, were reluctant, as it was late in the day. The post manager, after trying persuasion, decided to hoist the flag. No sooner was this done than the Indians hurried to their canoes and started off. The superstition is that if the flag is hoisted and taken down before they get away they will have bad luck throughout the entire trip.

D. Goodyear recently spent a short holiday in Newfoundland before returning to the northern part of the district on the S.S. *Nascopie*.

Visitors to the office during June were: H. E. Craig, Mingan Fur Farm, D. Wark, W. E. Swaffield, Mr. Copley Amory, D. G. Bremner, Mr. Stanton (local manager Revillon Freres), R. Peirson, W. O. Douglas, F.T.C.O.

R.M.S. *Nascopie* sailed from Montreal for the North on July 13 at 10 a.m. Large crowds lined the wharf to see her off. Amongst the passengers were included the district manager, James Cantley, Major D. L. McKeand, Dr. Richard, Superintendent and Mrs. V. Sandys-Wunsch, D. A. Nichols, Miss Fosdick, Miss Hamilton, Captain Jackson, D. Leechman, W. M. McLean of the Post Office Department, W. M. Martin, J. Brown, C. T. Beard, C. Ney, Mr. and Mrs. Baumann and two sons, Dr. Birchard, A. Copland, P. Patmore (purser), and E. Harris (assistant purser). Those on board returning from furlough were: Alex. Smith, A. T. Swaffield, Donald Goodyear, J. G. Cormack. The following are those who have recently joined the service as apprentices for the northern posts: N. M. Roberts, Ian C. McL. Smith, H. L. Sharpe, Alex. Stevenson and J. W. Bruce. Passengers who will embark at Churchill include Dr. Rabinovitch, Miss Florence Smith, Mr. D. G. Curtis and Mr. and Mrs. Jas. Thom.

Walter Black visited the posts in the Gulf, and Weymontachingue, Oskelaneo, Senneterre and La Sarre during July.

H. G. Evans has now taken charge of Bersimis post, relieving C. Picaude, who is being transferred.

Capt. Lloyd, who has been in the coal trade between Sydney, N.S., and Montreal, received orders to proceed to Avonmouth, England, prior to entering into the Mediterranean trade.

Condolences are extended by the district staff to W. Jefferys, of Mistassinny post, on the death of his father, who passed away on 20 July, 1935.

Captain Isaac Barbour, Engineer S. Bradbury and T. Kerrivan of the *Fort Amadjuak*, have now returned to their respective homes in Newfoundland.

Congratulations are extended to Mr. and Mrs. Jas. Thom, who were recently married in Toronto.

The district extends a hearty welcome to E. Ingrams, London fur sales manager, upon the occasion of his visit to Canada.

Visitors during August were: Col. Mackinnon, of Prince Edward Island; W. Chester McLure, M.P.; J. Lorne Turner,

Ottawa; Supt. Irvine, R.C.M.P.; H. P. Warne; Leonard French, Vancouver, B.C.; Dr. Parnell; G. O. Reid; Wm. Fowlie, James Bay district; and C. G. Dunn, Quebec.

Labrador District

Owing to adverse ice conditions, the opening of navigation on the coast of Labrador and Northern Newfoundland was delayed considerably, and for that reason the M.S. *Fort Garry* had her sailing date postponed from May 23 to June 1.

The auxiliary schooner *Lillian M. Richards*, chartered for Blanc Sablon and loaded with fishery salt, was also delayed for the same reason.

We were pleased to have a visit in May from our old friend Judge Murphy, who for upwards of twenty years was stationed at Cartwright in the capacity of customs officer and magistrate.

J. Maurice, of the London office, arrived here from London on May 16.

V. W. Elphick, of the Fish Products Department, arrived by the S.S. *Newfoundland* and spent considerable time on the Labrador coast this summer in connection with the mild cured and fresh salmon industries.

The district manager sailed from St. John's in early June by the M.S. *Fort Garry* for his summer's work in Labrador. The vessel had a very difficult time getting down the coast owing to very bad ice conditions and wind continually on the land. The *Fort Garry* returned from her first voyage on June 29, after delivering supplies to Frenchman's Island, Cartwright, Rigolet and North West River posts.

Apprentice J. Delaney, who arrived here from Northwest River by the *Fort Garry*, will be returning to the coast in October. He is spending his furlough with his parents at Bay de Verde. Irvine Mercer, who has been out on furlough, is now in charge of Frenchman's Island, succeeding J. Simpson, who proceeds to Hebron to relieve S. E. Dawe.

We regret to record the death of Mr. M. A. Bastow, well known business man of long standing in St. John's. To his son Leslie Bastow, of Lac Seul post, we extend our sympathy.

Among the visitors in June we note Lieutenant-Colonel Stapleton Cotton, Commander E. G. Rhodes and Captain G. Burge, who are en route to Alexis Bay, Labrador.

With deep regret we record the passing of Malcolm McLean, of Northwest River, on June 15. The late Malcolm McLean came to Labrador from the Shetlands in 1860 as a lad of eighteen years to serve his apprenticeship with the Company as labourer. After a number of years service, he severed his connections and engaged in trapping and other pursuits, but always remained a staunch friend of the Company and successive post managers at Northwest River. To his wife and children our sincere sympathy is extended.

The M.S. *Fort Garry* reported from Fort Chimo on August 1.

The district manager is now in the northern portion of the district, having left the southern section late in July.

Stephen Bradbury, engineer of the M. Y. *Fort Amadjuak*, paid us a visit on his return from Montreal.

J. F. Delaney sailed for Montreal on July 26 to spend a month at the fur purchasing agency improving his knowledge of fur grading. Mr. Delaney will return to St. John's to connect with the M.S. *Fort Garry* on her next voyage to Northern Labrador.

The S.S. *Blue Peter* sailed from Cartwright for England on July 26 with approximately one million pounds of fresh salmon taken in Newfoundland and Labrador waters.

A Norwegian flyer, Thor Solberg, left Cartwright on July 26 for Norway via Greenland and Iceland.

A. M. Fridge, who was transferred temporarily to Northwest River post, has now been given charge of Davis Inlet, and D. W. Massie has been appointed to the charge of Nain post.

Hazelton Post on the Skeena River, British Columbia

The Magnetic North

(*Continued from page 15*)

that the sun, at a temperature of at least 12,000 degrees, is a magnet like the earth? The solution of the problem of the earth's magnetism would make clear reasons for many allied phenomena, such as static, fading, and other peculiarities of radio transmission, would aid the geologist in understanding more fully the nature of the earth's interior, and would greatly enhance the value of electrical and magnetic prospecting. Surely merely holding a compass needle north and south is not the chief design of such a wonderful natural force.

Legend informs us that Proteus, the prophetic old man of the sea, rose from the depths at midday, and slept in the shade of the rocks with the monsters of the deep lying around him. Anyone wishing to learn futurity from him was obliged to catch hold of him at this time; as soon as he was seized, he assumed every possible shape in order to escape the necessity of prophesying, but whenever he saw his efforts were of no avail, he resumed his usual form and told the truth.

The principles of the compass have been incorporated in other more sensitive and precise magnetic instruments with which scientists all over the world are gathering data in the hope of ultimately solving the riddle of the earth's magnetic field, and although they have been grappling with the problem for many years, as yet it has not assumed a recognizable form. Maybe, like Proteus, it will presently succumb and explain what is now a mystery.

Land and the Man

(*Continued from Page 55*)

It is a guaranteed or indefeasible title. The provinces in which the lands are are guarantors of the title. As the Land Department states in its informative little booklet, "No safer or better title is obtainable in Canada."

An important reservation is made in all the Company's farm land sales respecting mineral rights, and in all contracts will be found the qualification allowing the Hudson's Bay Company "to enter upon, search for, and work said mineral rights." It is important, as economists regard farming, like coal mining, as a diminishing asset and the mineral resources of prairie land may not, at this time of feverish gold mining, be readily recognizable; the potentialities remain with the Company. In coal, alkali and gravel leases, some of these resources are already being developed.

Town properties are almost another story in themselves. The circumstances of their coming to the Company's possession has already been noticed. Time has done astonishing things to these quiet acres about the palisaded forts of H B C. Today the most well informed employee of the Company, outside the few closely associated with the Land Department, would learn with amazement of the diversified character of these town properties. Unexpected corner buildings in the business sections of cities, residential homes, a golf course in Edmonton and suburban lots, made the department the administrator of a strange estate.

Listen to this accurate description of what is offering in Victoria, B.C. (and the department scrupulously avoids the usual real estate selling flourish of adjectives): "H B C owns some of the choicest lands in the Victoria district. These lands are well suited for those who desire outdoor life with the advantages of close proximity to a city. These lands comprise acreage plots of from one to five acres within a short distance of the city. The lands are suited for orchards, green houses, market gardens, chicken farms, dairy farms, bee keeping, etc. The lands are located at Uplands, Esquimalt, Colwood and Saanich." Words truly designed for tired business men!

To handle this town property there are agents who, unlike the sales solicitors' for farm lands, are administrators of the property and act with authority in property matters. The work is done by three independent companies in Calgary, Vancouver and Victoria and by our own agent in Edmonton.

There is still one more grouping of Company land taken care of by the Land Department. It comes under the sweeping classification of "Sundry Lands and Abandoned Fur Trade Posts." Certainly some day a few of the stories surrounding these land parcels must be written. We find, for example, that we own a group of twenty-eight islands in the lower St. Lawrence river, a mineral spring in the Province of Quebec and a spot of an island off the Pacific Coast. These lands are scattered through every province. Some of the abandoned posts are bought occasionally by summer resort people who like the glamour of historical association as well as, of course, the actual site.

Into this grouping of land parcels comes the strange real estate problem of historic sites. How much is property worth because it is historical? That is a problem in valuation with a lot of nice points. The Land Department proves itself to have a fine regard for history and anyone must know who appreciates Lower Fort Garry.

In these pages we have sketched very briefly some of the complexities of the Company's land business and have indicated how some of the problems are handled. With its revenues from sales, leases and permits and its expenditures in taxes and administrative costs, the department marches on doing a very big job for the Company.

The Last Brigade from Abitibi

(*Continued from Page 9*)

England trading into Hudson's Bay." At every one of the Company's posts it has been my good fortune to visit I have found a spirit of friendly cheer and welcome which is seldom extended by any commercial enterprise. I believe the Company has been a force for good. That possibly is one reason why outfits have sailed and steamed into the Bay for two hundred and sixty-five years, making it the oldest trading company in the world.

The lure of the North is even a part of its literature. The fascination of this country and the enjoyment of these canoe trips of nearly thirty years ago have had their after effects. The part of my library I enjoy the most is devoted to northern literature. Most of us who enter business life are not favoured with the opportunity of visiting these distant points. But we can enjoy its literature and picture it if the groundwork is there. To me there is much pleasure in comparing the careers and experiences of Ballantyne, Cowie and Moberley, who came through Hudson Straits in different generations on their way to lives of work as servants of the Company in its romantic field. The toil, the joys and the experiences of the North are either of intense interest or one is entirely indifferent to them.

Books

(*Continued from Page 57*)

ments of the American intruders is of considerable interest. But entries, such as ". . . seeing some indians around their traps who would not come to them but attempted to run off, they (two of Smith's men) fired at them and Turner killed one and Marshall wounded another. I was extremely sorry for the occurrence and reprimanded them severely for their impolitic conduct," seem to be leading inevitably to the final massacre on the Umpqua river, when, in Smith's absence from the camp with two men and an Indian, all but one of sixteen men remaining in camp were killed.

It is at this point that the Hudson's Bay Company materially enters the life of the pathfinder. Dr. John McLoughlin was in charge of Fort Vancouver only about one hundred and fifty miles away, and it was to him that the survivors went. At the time of their arrival the doctor was fitting out an expedition under Chief Trader Alexander R. McLeod to hunt in the Snake River district. Learning of the massacre, the expedition was sent out instead ". . . with the idea of recovering Smith's property, all of which fell into the hands of the Indians, and of enquiring into the cause of, and punishing those who were concerned in the horrible outrage if found practicable and considered expedient." (George Simpson to the Governor and Committee.)

The responsibility for the action to be taken against the Indians rested with McLeod, who, before he left Fort Vancouver, received from McLoughlin a letter dealing with all aspects of the case, and which showed that sense of duty to Company, strangers and Indians which guided the Hudson's Bay Company officers, and made the settlement of Western Canada possible without the Indian wars of farther south. No punitive action was taken, for, after talking with the Indians involved, McLeod decided that the massacre was due to the harsh treatment they had received at the hands of Smith's men, a story partially denied by Smith himself, but ". . . the (Indians') story is well told, and carries the probability of truth along with it," again quoting Simpson.

Most of Smith's property was recovered and the Company refused to make any charge for services rendered him, the reasons for which are given in letters from McLoughlin and Simpson to Smith, and in Simpson's report on the whole incident to the Governor and Committee in London, all of which are printed, together with McLeod's journal of his journey south, as an appendix to Smith's journal.

Altogether the book is a notable addition to the ever increasing number of works on the North American fur trade, though there is an almost insuperable desire to skip much of Smith's journal to get at what is for us the meat of the story.—*R. H. H.M.*

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